



'For a Stronger America ...'

To all Americans, the Stars and Stripes symbolizes the opportunity for all citizens to develop their potential as human beings to the fullest extent.

Since its inception, organized labor has been in the forefront of the struggle toward this goal. Unfortunately, there are factions in our nation who seek to weaken the fibre of American life by blocking progress in order to satisfy their own selfish ends.

At its recently-concluded convention, the AFL-CIO reaffirmed its dedication to move steadily ahead—for the benefit of all Americans in the quest for better wages, housing, education, medical care and social freedom for the entire nation.

AFL-CIO Sets Future Goals; '68 Vote Viewed as Crucial

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Eleven More Seafarers Win Licenses; Total Upgraded to Engineer Now 211



Moreira Nandkeshwar Gajewski Frattolillo Wheeler Stefani

Eleven more Seafarers have passed U. S. Coast Guard examinations qualifying them for an engineer's license after attending the Marine Engineer's School operated by the SIU and District 2 of the Marine Engineer's Beneficial Association. A total of 211 Seafarers have now received an engineer's license after upgrading at the school.

Eight of the men are new third assistants, while three have received a second assistant's license.

Juan Gomez is a new third assistant engineer, having previously sailed as FOWT. Born in Puerto Rico, Gomez lives in Brooklyn. He joined the

Union in the port of New York in 1956. Gomez is 46 years old.

Bohdan Gajewski is a new third assistant. He is 27 years old and lives in Bayonne, N. J. Gajewski was born in Poland and joined the SIU in New York in 1966. The 27-year old Seafarer had sailed as a FOWT.

Ramdhanni Nandkeshwar received a second assistant engineer's license after sailing as FOWT. The 38-year-old native of British Guiana lives in Brooklyn and joined the Union in New York in 1959.



Ovaska Rivera

Elmer Wheeler is a second assistant engineer who had sailed as FOWT. He joined the union in New York in 1956. A native of the State of New Jersey, Wheeler now resides in Williamstown, N.J. He is 59 years old.

Engine department Seafarers are eligible to apply for the upgrading program if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department plus six months' experience as a wiper or equivalent.

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York, 11232. The telephone number is Hyacinth 9-6600.

A new third assistant, Juan Moreira is a native of the Honduras. He lives in New York City, where he joined the SIU in 1964. Moreira is 39 years old and sailed as a FOWT.

Jose Rivera is a new third assistant. Joining the SIU in 1964, in New York, he had sailed as electrician. Riveria is 37 years old and lives in Brooklyn. He is a native of Puerto Rico.

Eugene Bunting was an oiler before receiving a third assistant's license. The 34-year old Seafarer is a native of Selbyville, Del. and a resident of Oxon Hill, Md. He joined the SIU in 1966 in the port of Baltimore.



Bunting Power

Joseph F. Power was an FOWT before earning his third assistant's license. Born in Calvert, Newfoundland, Canada, Power now lives in Dorchester, Mass. He is

25 years old and joined the Union in New York in 1963.

Ezio Stefani received his third assistant's license. He was born in Lussino, Italy, and now lives in Long Island City, N. Y. He joined the SIU in New York in 1966. Stefani is 35 years old and had sailed as an oiler.

Lauri Ovaska is 55 years old and joined the Union in 1965. Before obtaining a second assistant engineer's license, he sailed as FOWT. Ovaska was born in Finland and makes his home in Lake Worth, Florida.

A native of Yonkers, N. Y., Tomasso Frattolillo joined the SIU in New York in 1964. The 51-year-old Seafarer sailed as FOWT before earning a temporary third assistant's license. He now lives in New York City.

Cuban Stowaways Aboard Del Sud Granted Asylum by U.S. Government

NEW ORLEANS—Two Cuban refugees are safely in the United States to stay after stowing away aboard the SIU-contracted Del Sud.

Clearance by the U.S. Immigration Department came only ten minutes before the vessel would have been forced to return them to Brazil.

Victor Manuel Steuart, 25, and Reynaldo Camara, 52, had stowed away aboard the Delta cargo-passenger ship in Rio de Janeiro some two weeks before in a desperate effort to reach freedom here.

Discovered just a day out of Rio by the ship's captain, George W. Smith, the two were placed in a stateroom for the rest of the voyage and treated like first class passengers by the crew.

Once here, however, they encountered some red tape with the Immigration authorities which never would have been necessary if they had not arrived in such comfort by way of the South American port.

"If they had escaped from Cuba and been picked up in a boat, they wouldn't have had any trouble getting in," said Mrs. Elise Cerniglia, a spokeswoman for the Catholic Cuban Center which was largely responsible for speeding up the Immigration Department procedure so the men could remain in this country.

Encounter Red Tape

The favorable last-minute decision climaxed a six-year struggle by Camara, a former Havana building contractor, to become reunited with his wife and family. Mrs. Camara fled to Miami from Cuba in 1961 but the Castro regime considered the contractor

vital to the economy because of his know-how. He managed to escape to Spain three years ago and last year made his way to Brazil. Since then, he had been waiting for the first opportunity to get to the United States.

Steuart, a seaman who was injured in an attempt to reach shore from the anchored Del Sud, later told newsmen that he was afraid he might not be permitted to stay in America and "would have rather died than return to Cuba." Actually, Steuart did reach sanctuary in the U.S. three years ago after defecting from a Cuban freighter in Hamburg, Germany, in 1961. He said he had established residence in this country at that time but later found that he had lost his residency rights when he shipped out again as a seaman. He had been waiting in Rio, where he met Camara last year, for a chance to get back to the States.

Camara had formally applied in Rio for an immigrant visa to the U.S. and was being given preferential consideration because his wife is a legal resident here.

"I guess he didn't realize that," an immigration official said here. "He'd been away from his wife and family a long time and he must have decided to take a chance."

Seafarers aboard the Del Sud took up a collection so that Camara could send a telegram to his wife in Miami and the Catholic Cuban Center provided funds and transportation so the family could be reconciled. Similar assistance was also provided for Steuart.

Report of International President

by Paul Hall



For a nation in which it is theoretically inconsistent with the law of the land, it is interesting to note authoritative reports out of the Soviet Union that unemployment not only exists in that country but is becoming a problem of alarming proportions.

When the Soviet Constitution was written some five decades ago, one of its basic guarantees to all Russian citizens was full employment through "the liquidation of unemployment." Since World War II, however, the Kremlin has found that it can no longer merely shuffle workers around at random in order to live up to this guarantee, and the Soviet social structure is ill-equipped to match its growing technological advances to the increased needs of the people.

Although no one could say that Russia has come anywhere near to matching the United States in industrial advancement and modern standards, Moscow's economic experts can no longer hide the fact Soviet Communism is experiencing growing pains and the workers are feeling the pinch. The theory of jobs for all has collapsed and Russian workers, mostly unskilled, are suddenly finding themselves mechanically eliminated from their livelihood all over the U.S.S.R., in a manner similar to the more isolated case of our Appalachian coal miners in the United States.

While there is still too much unemployment in America, we in this country enjoy far more of a "worker's paradise" than the Communists who adopted the term as their own slogan. The organized labor movement in the United States assures an active measure of protection to American workers and has fought for strong laws to give them a place to turn if they become unemployed. Our unions maintain or encourage training programs to prepare unskilled or displaced workers for new opportunities in an ever more demanding national industrial structure.

It is interesting to note that two separate societies, whose economic systems derive from two entirely different philosophies, are experiencing a common problem. However, this country, through the efforts of a free trade union movement, has shown concern for its unemployed and established programs to aid them in their time of need.

Instead of putting its support behind the rebuilding of a new merchant fleet which would supply the nation capably in time of war and profitably in times of peace, the U. S. government has again served notice on the U.S. maritime industry that it plans to dig up the cumbersome ghost of the foolishly-spent Fast Deployment Logistic ship program buried by Congress only five months ago.

From recent statements by the MSTs Admirals to a gathering of shipping officials, it is obvious that Defense and Navy Department arguments in favor of FDL are going to be as illogical and basically unsound as they ever were, and Congress is unlikely to swallow them.

Any claims by the Administration that it is withholding support of a new maritime program because of a current economy drive on federal spending, hold very little water when that same Administration indicates willingness to spend more of the taxpayers' money on these big seagoing warehouses than Congress is asking for the construction of a modern merchant fleet capable of peak speed and efficiency.



Captain John M. Platt (left) of Delta Steamship Lines chats with Reynaldo Camara (right) and Victor Emanuel Steuart (Second from right), two Cuban refugees who had stowed away on the SIU-contracted Del Sud when it pulled out of Rio de Janeiro in early November. Standing next to Platt is SIU member John Doyle.

Study of Landrum-Griffin Act Cites Constitutional Violations

BAL HARBOUR, Fla.—A committee of 21 experienced lawyers reported after a study that the Landrum-Griffin Act constitutes "bad law" compounded by instances of "administrative abuses" by the Labor Department and court interpretations "at odds with the language of the law and the intent of Congress."

The study, titled "A Report after Eight Years of the Landrum-Griffin Act," was made public by the AFL-CIO Maritime Trades Department and its president, SIU President Paul Hall. Hall called it a "historic document" which will be followed by other reports on the subject.

The committee was established last February by the department and consists of lawyers representing AFL-CIO unions. Howard Schulman was chairman, with AFL-CIO General Counsel J. Albert Woll and Sol G. Lippman as co-chairmen.

It examined "hundreds of cases of the law's application" to compare the way in which the law has been administered and interpreted with the language of the act and the intent of Congress, the department announced.

Among the committee's findings were these:

While the L-G Act was "intended to provide safeguards" for the constitutional rights of workers, it has the "built-in potential to violate rights guaranteed" by the Fourth Amendment to the Constitution. The Fourth Amendment provides protection against illegal search and seizure, yet L-G "encourages precisely this illegality by putting both administrative and police powers in the hands of the same agency."

The act permits the Labor Department to delegate its investigatory rights to the Justice Department which "under the guise of conducting routine investigations of union activity" acquires power to conduct surreptitious searches. This exercise of power "violates basic concepts of fair play and places in jeopardy traditional constitutional safeguards," the lawyers said.

The committee noted that Landrum-Griffin permits prosecution, conviction and imprisonment under both federal and state laws for the same offense. It called this "vindictive and punitive" since it constitutes conduct similar to "double jeopardy."

The report commended the Labor Department for good administration of the law in some instances. Also it cited cases where Labor Department agents "violated both the letter and spirit of the law by openly soliciting individuals to file charges against unions" under the act—a direct law violation, the lawyers said.

Some courts have held that L-G confers unusual rights on individuals, "permitting them openly to slander and libel other individuals under the guise of freedom of speech." In so doing they abandoned past rules of reason which put restraints on the abuse of free speech, the report said.

Corporate Giantism Cited as Threat

MTD Convention Votes Support For Transportation Union Link-Up

BAL HARBOUR, Fla.—The AFL-CIO Maritime Trades Department voted an enthusiastic endorsement to a call for a national conference of unions in the transportation industry which would give labor a single loud, clear voice to speak to both government and management in the increasingly interwoven transportation field.

Delegates to the MTD convention, representing AFL-CIO unions with more than six million members, unanimously approved a resolution urging that a meeting be held early in 1968 to set up a permanent organization. The eventual goal, the resolution declared, is a new AFL-CIO department "bringing together all of the unions concerned with transportation."

Initiative for the conference call came from President C. L. Dennis of the Railway and Airline Clerks.

Dennis, MTD President Paul Hall and other union presidents attending the convention spoke for the proposal, stressing that the transportation industry has been the chief target of compulsory arbitration proposals and that the ties linking the shipping and airline industries are tightening.

"The national trend toward corporate bigness is accentuated in transportation, where the goal seems to be corporate giantism," Dennis said. He predicted that railroads, airlines and shipping

companies will in the future become "transportation companies," with "mergers on top of mergers" throughout the industry.

Hall Backs Proposal

Hall strongly backed the proposal, noting that different segments of the labor movement deal with the same federal agencies and regulatory bodies.

It would not compete with the Maritime Trades Department, Hall stressed. "It would make us stronger because it would help each and every one of us."

The MTD convention strongly reaffirmed its dedication to a rebuilding of a modern merchant marine—built in American yards, flying the American flag and capable of carrying a big share of the nation's commerce.

This goal has the vigorous support of the AFL-CIO, Federation President George Meany told the delegates.

Meany termed the decline of the U.S. merchant marine to about one-fifth of its strength after World War II "a national disgrace" stemming from "a stupid policy."

Federation Concludes Four-Day Convention

AFL-CIO to Wage All-Out Battle Against Conservatives in '68 Vote

BAL HARBOUR, Fla.—The AFL-CIO squared away for two years of hard and determined work as the leader of the nation's progressive forces, dedicated to continuing unity and set to wage an all-out fight against the conservative threat in the 1968 elections.

In a four-day convention climaxed by an enthusiastic demonstration of support for President Johnson as he spoke to the nation from the convention platform, 943 delegates strongly reaffirmed the leadership of President George Meany and fashioned a program to meet the challenges and the problems of the late 1960s.

Meany summed up in a post-convention statement that "the American trade union movement is in fine shape and this convention proved that." Noting the need for a major effort to achieve the programs adopted by the delegates, he added "I am confident that, at every level of the trade union movement, we'll get that kind of work."

Re-elected for a seventh term as president of the AFL-CIO along with Secretary-Treasurer William F. Schnitzler and the 27 members of the Executive Council, Meany predicted that "there is a great future for this organization."

The vigor and vitality was demonstrated in the session that witnessed a wide open debate on the war in Vietnam culminating in a dramatic overwhelming vote of support for the Administration's position, and a classic example of trade union solidarity as delegates rallied to the striking copper workers with nearly \$550,000 and firm



In a nationally televised speech at AFL-CIO convention last week, President Johnson stressed Administration's progress in war on poverty and passage of labor-backed social legislation.

pledges of continuing support.

It marked the work of the convention committees as they dealt with 263 separate resolutions and proposals and the adoption by the delegates of 109 programs and policies covering every aspect of American life and relations with other nations. Only 22 were rejected while 48 were referred to the Executive Council for further study or action. The others were either covered by other resolutions or policy statements or withdrawn.

By unanimous actions, the convention amended the AFL-CIO Constitution to increase the flexibility and efficiency of the organization and simplify its government.

It heard a dozen speakers led by President Johnson and including five cabinet members, top figures in the Administration, leaders of the free world trade union

movements—all hailing the progressive programs and leadership of the AFL-CIO, and asking labor's continued help in dealing with the difficult problems at home and abroad.

Blended in with the speakers from the platform and the reports of the committee chairmen and secretaries were the voices of the delegates, pointing up the need for action in certain areas, voicing dissent on a few resolutions, explaining the wider impact and thrust of a program.

Recurring themes in the resolutions and the discussions were the need to step up organizing to expand even further the membership gains of the past few years, a reassertion of the strength of collective bargaining and the gains it has brought to workers, a strong defense of the right to strike in a free society.

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AFL-CIO Maritime Policy Spurs MTD Fleet Efforts

WASHINGTON—The AFL-CIO Maritime Trades Department announced last week that it would step up its efforts in the Congress to implement the AFL-CIO's comprehensive merchant marine and maritime policy.

On the closing day of its Seventh Biennial Convention in Miami Beach last week, the AFL-CIO voted to retain the 17-point program which delegates adopted at the San Francisco convention in 1965.

The AFL-CIO policy on maritime includes the establishment of an independent Federal Maritime Administration, increased appropriations for U.S. shipbuilding, greater protection for the U.S. fishing industry, opposition to any government reliance on ships in the "runaway-flag" fleet, and continued opposition to any scheme to build U.S.-flag ships abroad.

Paul Hall, president of the six-million-member Maritime Trades Department and a vice president of the AFL-CIO, said that the AFL-CIO convention action gives impetus to the department's efforts to upgrade the merchant marine and strengthen the entire maritime industry.

Hall noted that the House of Representatives already has adopted a bill calling for the creation of an independent maritime administration, and that similar legislation is pending in the Senate. A number of bills are also pending in both houses of Congress regarding a new maritime program for the United States.

Other speakers—and convention resolutions—hammered at
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The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

It is frightening to think that a man like Ronald Reagan is a possible candidate for the office of President of the United States.

Reagan has shown time and time again that he has no respect and cares little for the rights of man. Recently he attempted to cut back funds for the states medical care program, and his decision to use state convicts to harvest the crops of a private grower has few precedents in the lengths that a public official will go in order to appease private capital.

Fortunately, both of these measures were struck down by court action, but the appearance of a person like Reagan on the national scene makes it clearly evident that the enemies of labor have gotten a good toe-hold in the machinery of national politics.

Boston

Joseph Thomas spent some time with his family and will be ready for the first good AB's job to come up. He last sailed on the *Columbia*.

George Svinningsen, a 20-year SIU man, sailed as oiler on the *Platte*. George is holding the hall down while waiting for a good job.

Alphonse Monahan would like a long trip now after recently paying off on the *Transerie*. Alphonse sails as an oiler.

Puerto Rico

Joaquin Maldonado, one of our pensioners, is a regular visitor to the hall. Rafael Hernandez flew from New York to pick up the chief steward's slot on the *Seatrail Delaware*. His counterpart on the *Alcoa Explorer* is Jimmy Nelson, who's started to make the island run again.

Juan Gomez came by the hall to tell us about his new third assistant engineer's license.

Baltimore

Floyd Simmons would like a job on a Calmar C-4 after sailing on the *Bethflor*. A 20-year SIU

man, Floyd says he has seen many Union gains in the past few years.

William Isbell is waiting for another Calmar ship after sailing on the *Yorkmar*.

Philadelphia

Joe Thomas is registered and ready to ship in a few days. Joe's last job was as AB on the *Columbia*.

Konrod Hoffner will spend the holidays at home, then take the first good black gang spot available.

Winfield Downs, last on the *Geneva*, also plans to catch up with family and friends over the holidays.

Dave Backovitz will take the first good steward's job that hits the board. His last ship was *Globe Carrier*.

Congressman Sees 'Budget Excuse' As Threat to U. S. Fleet Upgrading

WASHINGTON—"Whatever happens in 1968, the decision made by the first session of the 90th Congress still stands. That decision is that the United States will not, and cannot, stand still in the maritime area. . . . That decision has been made, and it is not negotiable," Representative Robert O.

Tiernan, Democrat of Rhode Island, said in a speech given at a Maritime Trades Department meeting here last week.

The Congressman pointed out that 1968 will be a year of intensified struggle for a strong merchant marine, due to expected moves in Congress to cut budgets because of British devaluation of the pound.

The battle for an upgraded fleet will take place not only in Congress but also in the elections, Tiernan said, warning that "you will hear that the devaluation of the pound clearly means that drastic cuts must be made in the budget. You will hear calls for across-the-board cuts in all budget categories. Now they have another phony argument against revitalization of the maritime industry, and of course they will use it."

"Instead of trying to find a way to get the money necessary for implementing a maritime program," he explained, "they will find ar-

guments, completely invalid, why they cannot find the money. But of course, this is nothing new (for the industry). . . ."

"We cannot allow our merchant marine to shrink any further. We cannot allow the foreign-flag fleets to dilute our merchant marine seapower any further. . . . We (in Congress) shall not desert the ship in 1968."

MTD Efforts Praised

Tiernan also lauded the MTD for its "resounding victories" in 1967. He noted the Congressionally-passed legislation which changed the system of appropriating money for the merchant marine, saying that that should bring about fairer treatment of Maritime in the future.

"Another big victory," he said, "was the passage by the House of the Independent Agency Bill. The count on that was 326-44, which indicates the strong support you (of the MTD) enjoy on the Hill and also indicates the great job you did in convincing members of Congress of the tremendous danger of a weak maritime fleet."

"The capstone of MTD's efforts in 1967 was the introduction of bills in the Senate and House outlining the new maritime program. Of course, there will be hearings on these bills and it will then be brought out again how the merchant marine has shrunk to the point where it is now just about

invisible."

Tiernan expressed approval of a recent MTD convention resolution which would set up a conference of Transportation unions.

Merger Trend

"Government has the Department of Transportation," he said, "and management's trend is to a horizontal approach to transportation, merging and consolidating shipping, rail, and airlines into one corporate structure. To avoid being overwhelmed by this corporate and bureaucratic growth, it is imperative that labor marshal its forces into a department of equal strength."

The MTD was complimented by Tiernan for its work directed at informing the public on the plight of the maritime industry and gaining national press coverage of vital maritime issues.

"It is heartening," he said, "to see the nation's press so interested in our merchant marine and the maritime industry."

"If the press finds your arguments valid and prints these arguments, statistics and the rest, then the general public will also believe your case and in the final analysis, it is this same general public who will force our government to arrange its thinking about our merchant ships, our shipyards, and America's ability to compete on the high seas with foreign merchant marine powers."

SIU-SOA Pharmacist Mate Training Prepares 2nd Class for Ratings

NEW YORK—The second class of the Pharmacist Mate Training School sponsored by the SIUNA-affiliated Staff Officers Association is well underway at the Marine Hospital on Staten Island.

The intensive nine-month training course for 32 members of the pursers union began in September with a tough preliminary examination covering basic knowledge required for the study of all phases of medicine leading up to the rating of purser-pharmacist mate.

With the graduation last June of the first group of 26 pharmacist mates, a four-year campaign by the SIU and the SOA to reinstitute the vital rating aboard U.S.-flag merchant vessels reached its culmination.

The aim of the program is to

ultimately provide expert medical care for seamen aboard all merchant ships—a much needed service which has long been lacking.

Included in the course, taught by veteran instructors at the USPHS hospital, are the basic subjects of Anatomy, Physiology and general clinical patient care. The human skeleton, circulatory and digestive systems also are thoroughly covered.

New Course Added

With a view toward the best possible relationship between patient and healer, a new course in Medical Ethics has been added to the curriculum of the second class. This will prove invaluable in drawing out the thoughts, feelings and emotions of the seriously ill, the chronic invalid or the accident victim.

Another important addition is the subject of First Aid and basic life saving procedures taught by William Hughey, assistant director of safety services of the American Red Cross. The objective of this is to give the student sufficient skill and knowledge to qualify for the Advanced First Aid certificate issued by the Red Cross.

Particular attention is also given during the course to surgical procedures and the treatment of cardiac patients.

In order to provide as many pharmacist mates as possible in the shortest possible time, it had been originally planned to begin a third class in February which would have overlapped the present one. However, hospital officials found they lacked staff and facilities to properly train 60 men simultaneously and the start of the third class was put off until a later date.

Five Awards Won by Log In Labor Press Competition

MIAMI BEACH—The Seafarers Log was the recipient of five awards for "outstanding achievement in the field of labor journalism" in the 1967 Journalistic Awards Contest, conducted by the International Labor Press Association and judged by the Board of Judges of the Nieman Fellows of Harvard University.

The top honor presented to the LOG at the ILPA convention here this month was for the Best Original Cartoon among the 856 entries submitted. Titled "I'll Never Learn that New Math," the winning cartoon depicted Senator Everett M. Dirksen sitting in a school classroom befuddled by the "one man-one vote" concept.

A Special Citation "for consistent high-quality editorial cartoons . . . effectively displayed" was also awarded by the panel who noted that they "consistently stand out on LOG editorial pages—so much so that the judges felt a special citation was in order."

Other Awards of Merit were received for Editorial Excellence, newspaper format; Best Front page, newspaper format; and Best Feature Article. The judges described the winning front page as "a salty orator set off by seaweed green (which) created a suitable tone for the dominant headline: 'All This Happened—The Story of American Labor.'" The feature article cited was "Let the Buyer Beware."

All five awards won by the LOG were in the International Publications Divisions.

During the judging of this year's entries, the Nieman Fellows praised the labor press in general for its "consistency in professional excellence" and urged continued "comprehensive reporting of organized labor affairs, of collective bargaining" and of union-management relations.

The judging panel consisted of Ken Clawson, labor reporter for the Toledo Blade; Dewey James, editor of the Florence, S.C., Morning News; Remer Tyson, Washington bureau of the Atlanta Constitution and James Whelan, Caribbean manager of United Press International.



At the Staten Island Pharmacist Mate Training School, learning to take blood pressure is one of the first lessons given to a trainee. This basic examination gives important clues to the health of a patient. Pictured here are: Ake Fried (seated left), taking his own blood pressure; James Brustman (seated right); and fellow Pharmacist Mate students (from left to right) M. Said, W. Mize, and R. Mills.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The St. Lawrence seaway "officially" closed on December 6, but due to fair weather and warm water temperatures, the seaway remains open on a day-to-day basis.

A total of 60 vessels remain on the Lakes, 13 of which are above the Lake Ontario end of the Welland Canal. All SIU ships are either laying-up now or due to come in within a few days. The entire Boland fleet should be laid-up by December 20. Detroit and Toledo will have some 26 ships laid-up.

The Westcott mailboat had one of its longest seasons. The SIU-contracted Westcott launch services every vessel on the Detroit river, both American and Canadian lakers, in addition to deep-sea vessels of all nations. The mailboat also carries seamen to and from these vessels.

Duluth

The last of the Reiss and Buckeye steamships are loading grain and leaving for winter lay-up. The Henry R. Platt will be the last ship to leave this port.

We are getting many GLD vacation check applications and our members are picking them up as fast as we can process them. Our annual Christmas dinner is being held at the Lincoln Hotel at 6 p.m. on December 22. Please let us know if you wish to attend, as soon as possible.

Frankfort

The City of Green Bay is back on a 5 and 2 schedule, after being on a 20 and 8 schedule since mid-November. We will have a Christmas dinner for members and their dependents on December 17 at the Hostess Cafe. For further details, contact the Frankfort hall.

The Ann Arbor No. 5 left this port on December 1. The Bultema Company tug, Muskegon, towed "Old Pedro" from her berth and many local residents watched the vessel leave Frankfort for the last time.

We want to remind all SIU members that when they require

emergency hospitalization, the USPHS Hospital should be notified within 48 hours. Failure to notify the nearest hospital can result in the loss of benefits to the member.

Cleveland

The sandboat Scobell was the first vessel to call it quits for the season. She came in early to finish repairs before the shipyard rush. It is expected our winter fleet will contain six vessels, with one more in Lorain.

Alpena

The Paul H. Townsend became the latest Huron Portland Cement Co. vessel to lay-up.

We're getting a run of vacation pay applications in this port. Members are happy with the way the checks are being processed and returned to them.

Our annual Christmas dinner will be held December 21 at the Grove Restaurant. All indications point to a good turnout.

Buffalo

With the majority of ships laid-up, shipping has come to a near halt. However, there are still a few ships scheduled for another trip and some jobs are going out of this port.

We will hold our Christmas dinner at the Hotel Lenox on Christmas day. We expect a good turnout of members and their families.

The annual Christmas dinner is a good opportunity for Gt. Lakes Seafarers and their families to get together before all activity in this port ceases. When lay-up comes, some members and their families go to other parts of the country, so the dinner serves as a last get-together before Spring fit-out.

Protests Aired at MSTs-Sponsored Meeting

Allotment of U.S. Defense Cargoes Rapped by Unsubsidized Shipowners

WASHINGTON—Unsubsidized U.S.-flag ship operators last week called for sharp revisions in the Government's method of allocating defense cargo so that the millions of tons that move on commercial vessels each year is more equally distributed between subsidized and unsubsidized companies.

During an MSTs-Industry conference sponsored by the Military Sea Transport Service here, spokesmen for unsubsidized lines insisted that the problem of securing military cargo is virtually a life-or-death matter for their fleets and refused to be placated by officials of government and subsidized lines who sought to head off debate.

At issue was the Wilson-Weeks Agreement of 1954 under which the government's present cargo-allocation program was established. Really a memorandum between the Defense and Commerce secretaries in the Eisenhower Administration, the agreement set up the so-called nucleus of the MSTs fleet and priorities to be used by the government in the movement of its military cargoes on commercial shipping.

Arguing that world trade and maritime conditions are no longer the same as when the agreement was formulated, operators of unsubsidized tramp vessels challenged it on the grounds that it gives subsidized berth operators a priority over unsubsidized shipping, which, in effect, amounts to a double subsidy. Some unsubsidized berth line operators, among them the SIU-contracted Isthmian Steamship Company, joined in the challenge.

Priorities Obsolete

Michael Klebanoff, president of the American Tramp Ship Owners Association and a vice president of the SIU-contracted Oriental Exporters, Inc., told the meeting that priorities in the Wilson-Weeks agreement no longer exist and that under changes in trade conditions since 1954, subsidized berth line

operators now can carry commercial cargoes that were unavailable then.

Klebanoff also suggested that some subsidized lines, at the same time they are receiving direct government funds to compete with other operators, may be getting added subsidy when carrying military cargoes at special rates.

While conceding that MSTs should continue to use berth services of U.S. flat liner companies where "prudent and economically feasible," Klebanoff said "there is no longer any sensible reason for any fixed or immutable formula which establishes a preference or priority for the use of berth vessels."

'A Small Percentage'

Klebanoff noted that commercial liner cargoes in the foreign commerce of the United States are now available in large amounts, but American-flag participation in these cargoes constitutes a very small percentage.

"Furthermore," he declared, "most liner companies receive operating differential subsidy for the express purpose of enabling them to compete with foreign-flag liner vessels for commercial cargoes—there is no foreign-flag competition for MSTs cargoes."

A. E. King, president of Isthmian Steamship, acknowledged that "unsubsidized liner services have been the major source of instantly available sealift at the time of the Korean and Vietnam emergencies" but urged MSTs to devise a new policy which would give priorities in cargo-carrying to these companies.

Pointing out that the demonstrated position of the subsidized lines is that they do not want to

disrupt their commercial services unless their ships are absolutely needed by the military is a "fair position," King stressed, that "it is equally fair, and advantageous to the government, to establish a firm policy that the subsidized lines should not receive cargo until unsubsidized services have been employed."

Howard Pack of the SIU-contracted Seatrain Lines told the conference that the MSTs had shown by its own reports that the cost of moving a ton of cargo per mile was lower on unsubsidized vessels than on those that are subsidized.

Pack recommended that the MSTs develop long-term charters with the unsubsidized shipping companies to provide the best type of service for its operations and also advised the retention of competitive bidding in the procurement of vessels.

Almost 200 shipping officials, including the heads of most unsubsidized companies in the country and those of some half-dozen subsidized lines, were present at the discussions which came on the second day of the MSTs-Industrial conference.

Payments Deficit Shows Increase

WASHINGTON—The United States balance of payments deficit for the third quarter of 1967 is somewhat worse—at \$2.68 billion—than it was during the same period last year, the government has announced. Estimates for the full year range between \$2.2 billion and \$2.5 billion.

The comparable figure for the third quarter of 1966 was \$1.357 billion. The government had hoped to keep the deficit total for the full 12 months of this year down to \$2 billion but this goal now appears extremely doubtful to informed observers.

Economy Endangered

For some time the Administration has been warning that a continued outflow of American gold seriously endangers the U.S. economy and the Executive Board of the AFL-CIO Maritime Trades Department, at its annual meeting in New York last September, adopted a resolution officially requesting the government to do all in its power to stop the increase in the balance of payments deficit.

MTD and SIU President Paul Hall has pointed out that even with American-flag shipping carrying only a small 7.3 percent of this country's export-import trade, it still contributes a billion dollars a year to the plus side of our balance of payments.

"If American ships were carrying the same proportion of U.S. cargoes which they carried a dozen years ago, some 34 percent," Hall reasoned, "there would be no balance of payments deficit at all."

Loyola Human Relations Institute Presents Award



This past October 27, Judge Fred J. Cassibry was honored by the Greater New Orleans AFL-CIO and the Loyola Institute of Human Relations, at a testimonial banquet given in the New Orleans SIU Hall. Cassibry, long a friend of Labor, was recently appointed by President Johnson to the United States District Court of Eastern Louisiana. At the banquet were (l to r): The Reverend John Cronin, Superior of the Jesuit Community at Loyola; Davy P. Laborde, Sr., Executive Sec'y of N.O. Carpenters District Council, United Brotherhood of Carpenters and Joiners of America; the Hon. Victor H. Schiro, Mayor of New Orleans, and Honorary Chairman; Victor Bussie, Pres. of the La. AFL-CIO; A. P. Stoddard, Pres. of Greater N. O. AFL-CIO; Cassibry; SIU Vice Pres. Lindsey Williams and Rev. Willie Jackson.

SEAFARERS LOG

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Servicing the Penn Sailor



The SIU-contracted tanker Penn Sailor, anchored at Perth Amboy, New Jersey, was recently visited on a payoff by SIU Headquarters Representative Fred Stewart and SIU patrolmen Mike Sacco and Jack Caffey. Here, Caffey waits to board the ship from the Amboy launch.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The sixth annual Community Services Award of the Greater New Orleans AFL-CIO, was presented December 19, at the SIU hall here. For the first time, the award was made to a couple, Mr. and Mrs. Charles Keller, Jr.

Charles Keller is distinguished by his contribution to various community projects. Among those with which he is connected are: Public Affairs Research Council of Louisiana, the President's Committee for Equal Opportunity in Housing, a member of the National Citizens Committee, Community Relations Service of the U.S. Department of Commerce, and the President's Committee on Urban Housing.

The award was presented by Robert Quinn, New Orleans Community Services chairman.

Mrs. Rosa F. Keller is an active participant in the United Fund, League of Women Voters, a board member of the New Orleans Public Library, and is associated with the Urban League of Greater New Orleans. In addition, she is Chair-

Seafarer Thomas Lundy has just completed a fast trip to Spain on the Transchamplain.



Perkins



Lundy

man of the Hospitality Committee for foreign visitors for the Foreign Relations Association.

New Orleans

All members are reminded that they are invited to the Christmas dinner at the hall on Christmas day. Family, in-laws, and friends are cordially welcome.

Mobile

Jack Fillinghim is registered and would like to get his AB's ticket. Charley Perkins had a long trip as steward aboard the Whitehall. A real SIU oldtimer, Charley lives here in Mobile.

James Webb was second cook on the Cities Service Norfolk. He shipped out of the Gulf for twenty years.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From November 30 to December 13, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	3	5	3	2	8	4
New York	70	41	49	31	13	201	87
Philadelphia	10	5	1	0	5	31	9
Baltimore	17	19	32	8	4	90	65
Norfolk	4	7	6	7	12	30	26
Jacksonville	9	8	10	7	3	9	6
Tampa	5	5	4	6	0	18	10
Mobile	29	20	29	14	2	75	27
New Orleans	39	29	16	4	1	168	99
Houston	75	65	71	62	4	122	57
Wilmington	19	12	8	5	20	25	0
San Francisco	35	33	27	31	35	63	0
Seattle	19	12	17	6	9	50	14
Totals	337	259	275	184	110	890	404

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	3	2	2	5	2
New York	60	63	31	42	18	134	92
Philadelphia	8	4	6	0	3	16	8
Baltimore	23	19	17	15	11	56	34
Norfolk	2	4	3	5	6	17	21
Jacksonville	6	4	3	11	3	9	7
Tampa	3	5	2	6	0	5	10
Mobile	16	22	18	18	6	39	28
New Orleans	18	35	9	12	8	88	90
Houston	73	70	54	50	5	84	63
Wilmington	17	9	5	8	18	24	0
San Francisco	34	39	35	32	27	39	0
Seattle	15	14	17	8	17	24	14
Totals	279	291	203	209	124	570	369

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	3	1	3	5	1
New York	60	25	37	18	16	162	36
Philadelphia	11	3	3	0	5	16	9
Baltimore	16	13	13	7	5	90	48
Norfolk	3	3	6	5	14	6	14
Jacksonville	6	2	6	5	9	11	5
Tampa	5	3	5	4	1	11	2
Mobile	10	14	9	18	6	69	12
New Orleans	35	28	12	7	2	131	90
Houston	50	35	48	22	3	84	56
Wilmington	11	9	8	13	16	14	6
San Francisco	23	15	30	29	21	43	0
Seattle	14	9	8	4	8	38	12
Totals	248	162	188	133	109	680	285

Automation Hiking Soviet Unemployment

The backbone of Russian Communism is in danger of becoming a victim of progress and Kremlin leaders are embarrassed as well as worried about it. In a country where unemployment cannot exist by guarantee of its own Constitution, joblessness is rising at an alarming rate—largely due to automation.

According to Dmitri Pospelovsky, an authority on Soviet affairs, about 12 percent of the 110 million Russians currently in the labor force are actually out of work. In addition to this, available figures indicate that of the 14 million Russians now looking for jobs only about five million—or less than half—will find work in industry under the present five-year plan which ends in 1970.

The Soviet Constitution "guarantees work by liquidation of unemployment" but, put to the test of a sharply rising birth rate since World War II and ever-increasing concentration on defense rather than domestic industry, this guarantee can no longer be backed up.

Forced to slash investment expenditures, Moscow is doing most of its cutting in iron and steel products, chemicals and light industry. Already the Soviet iron and steel industry is some 60 percent mechanized or automated and plans for further cost-saving progress along these lines is expected to put up to two million more workers out of jobs by 1971.

In the meantime, the country's working-age population went up five million between 1961 and 1965 and the estimated increase by 1970 is nine million more.

Winter Idleness

One of Russia's biggest unemployment problems lies in the fact that while about 30 million of its citizens live in rural areas, industry is centered in the large cities. During the winter months Soviet sources estimate that of the able-bodied farmers living on collectives, some 30 to 50 percent of them do not work.

Also, efforts to open up Siberia as a partial solution to the unemployment problem has not met with the hoped for success. In some small Siberian industrial towns up to 25 percent of workers are out of jobs and all in the area bitterly oppose the high cost of clothing, food and heating fuel.

Soviet officials note with concern and annoyance that more and more workers are becoming migrant wanderers who lose an average of one month's employment each time they move from one job to another. An estimated one-third of workers in the north seek warmer southern climates. Others drift from city to

farm and back again in search of jobs they cannot find. Economists explain that this is because of the decreasing need for workers on the farms and the decreasing availability of city jobs for those without special training.

Two recent studies are viewed by Soviet officials with frank alarm by Moscow. One found that 94,000 miners have been displaced by automation and that 66 percent of those affected in the Moscow area had been unable to get new jobs. Similarly, 7,800 lost their jobs within a year after progressive modern methods were brought into locomotive repair shops and even after retraining only half of them could find re-employment. By 1971, it is also predicted that automation of the Russian transportation system will have idled some two million porters.

Satellite Nations Affected

With the exception of East Germany, unemployment is also becoming a problem in Soviet satellite nations, but they are at least taking steps to tide those out of work over with bare minimal state payments. Russia, on the other hand, has no legislation whatever to provide for unemployment compensation.

Solutions being sought by the Soviets to ease the jobless situation include keeping children in school—and out of the labor market—longer, state-run retraining centers and employment agencies, and requiring hiring of a minimum quota of young workers. Also there has been a tightening up on permits for citizens seeking jobs in the crowded cities and collective farms are being allowed to set up job-providing projects of their own—such as food canneries—to tide them over during the winter months.

However, the recently-announced one-year reduction in compulsory military training for young men, and the tendency of Russian women to seek jobs for added income, will add considerably to the Soviet labor force and the burden of providing it with jobs.

The Soviet Union's Constitution may still theoretically "guarantee" jobs but the days of the completely planned economy, in which the Kremlin could push workers into industry whether production needs warranted them or not, are gone. In the new Communist economy, even skilled workers cannot all be sure of jobs. Some experts on Soviet affairs predict that instead of relying entirely on state-run enterprises in the future, Kremlin leaders will be forced more and more to use private enterprise to absorb its unemployed citizens.

Medicaid Critics 'Abuse' Cry Refuted by N.Y. State Study

NEW YORK—Contrary to the insistence of its critics, New York State's Medicaid program has been used almost entirely by the destitute and low-income families for whom it was designed, a state study released last week showed.

Opponents of the plan—the most liberal of its kind in the nation—contended when it was passed last year that it was a "give-away" which would help families able to pay their own medical bills.

However the study made last August and September of the two million Medicaid cardholders in New York State, none of them on welfare, showed that the average gross income of these families was less than \$3,200 annually—about \$61 a week—and that less than 10 percent of them had enough income to beat the cost of even a deductible payment toward Medicaid services.

The study, made by the research office of the state Social Services Department, further found that some 56 percent of the households covered consisted of one or two persons with a gross income of about \$35 a week and the rest averaged five persons living on an income of less than \$93 a week. Also, 75 percent of all households had no private health insurance.

Families with a gross income of \$10,000 or more made up only one-quarter of one percent and each of these consisted of seven or more persons.

No Millionaires

George W. Chesbro, first deputy commissioner of the Social Services Department said he "wouldn't consider a family of seven or eight with \$10,000 affluent. There are no millionaires flocking in droves to the Medicaid program."

"These facts indicate that Medicaid has been serving the citizens it was set up to serve—the destitute, the low-income groups, and others with medical care costs they cannot meet," Chesbro added.

Medicaid, a federal-state-local program of comprehensive medical services to welfare clients and other families classified as "medically indigent," varies from state to state. The federal share is 50 percent with 25 percent each paid by state and local governments. Under the New York plan an average family of four, with one wage earner and a yearly net income of less than \$6,000 can qualify for full coverage. Other states have different minimum wage requirements.

Welfare recipients were not included in the study because their income is automatically considered to be at the poverty level.

LABOR ROUND-UP

The Maryland Constitutional Convention has approved a tentative provision that calls for laws "for the protection and education of the citizens of the state against harmful and unfair business practices." Backers of the consumer protection measure said it was aimed at aiding the poor in dealing with shady businessmen.

The International Confederation of Free Trade Unions has filed another complaint with the Director-General of the International Labour Office protesting the "continued flagrant violation of trade union rights" in Rhodesia. According to the ICFTU there are at least 168 trade union leaders being illegally detained in Rhodesia without charge or trial.

The Screen Actors Guild has negotiated a new agreement with animated TV motion picture producers that will improve wages and working conditions for actors who are never seen. The so-called "off-camera voices" won raises in the basic pay scales depending on length of film and the number of voices used.

Congressman Elmer J. Holland (D-Pa.), who has served in Congress for the past 13 years, has announced that he will seek office again. Holland first entered Congress in 1942 to fill an unexpired term. He did not seek national office again until he was elected to the 84th Congress to fill another unexpired term. The liberal Democrats from Pittsburgh, who has won labor's endorsement each time, is a member of Local 1272 of the United Steelworkers.

The United Steelworkers of America have appointed James C. O'Brien, executive director of the union's Committee on Older and Retired Workers, as the Steelworker's new Political Action Director. O'Brien will replace Frank N. Hoffman who has retired to become staff director of the national Democratic Senatorial Campaign Committee.

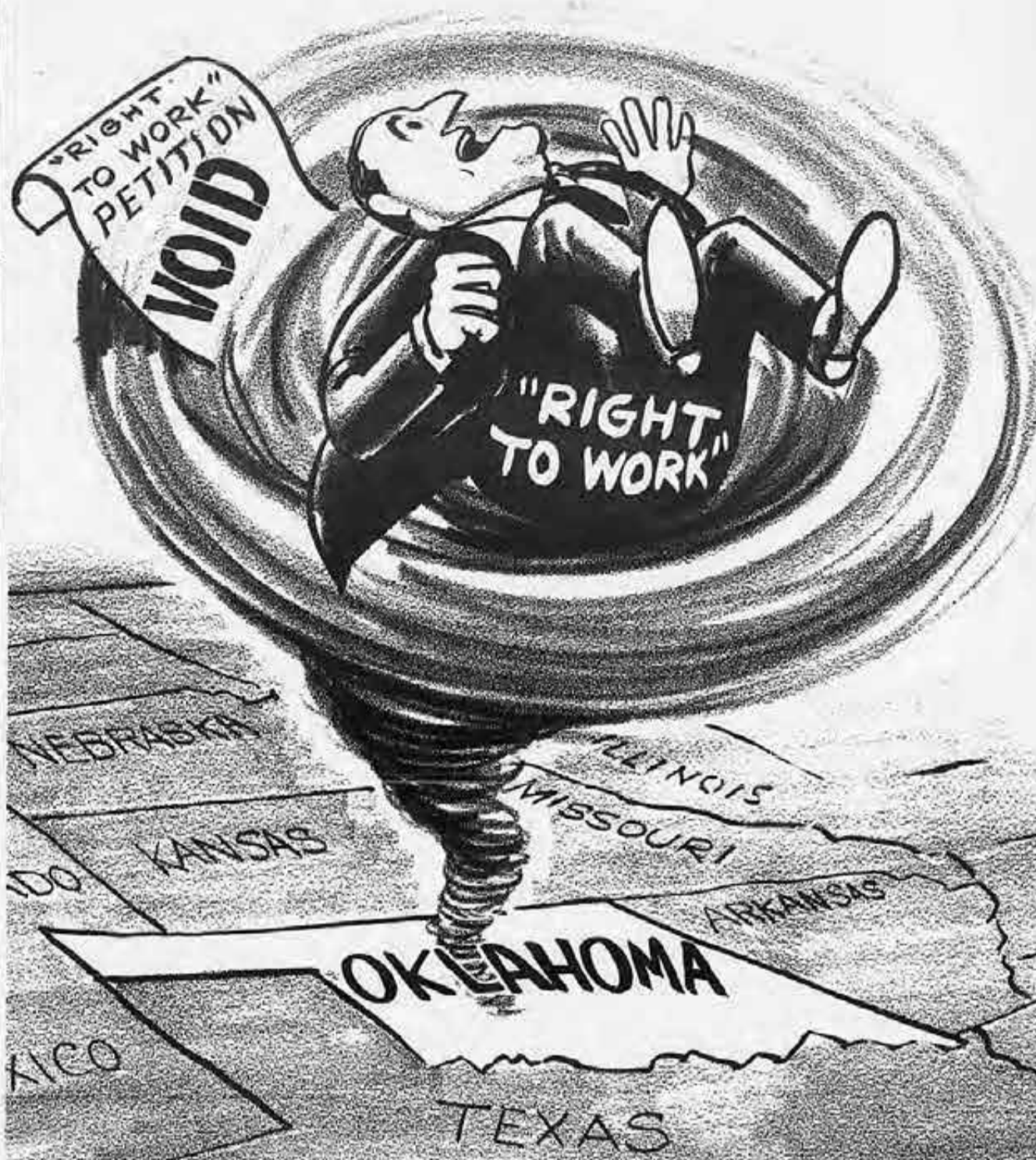
Establishment of a reciprocal working agreement between American and Bermuda musicians has been announced by President Herman D. Kenin of the Musicians and Secretary-General Charles Vaucrosson of the Bermuda Federation of Musicians & Variety Artists.

Principal terms of the agreement provide that requests from the Bermuda union to AFM for listing of Bermuda musicians on AFM's "unfair" or "defaulters" listings will be handled by AFM in the same manner it handles such requests from its own locals.

AFM will approve contracts by its members for Bermuda engagements, but it will reject such contracts if the Bermuda union objects for reasons relating to its minimum scale or because the purchaser of the music has an "unfair" or "default" status in Bermuda.

Teachers in Plainedge, N.Y., have chosen the AFL-CIO American Federation of Teachers as their bargaining agent, turning away from their previous representation by Classroom Teachers Association, a National Education Association affiliate. The vote in a representation election was 203 for the Teachers to 158 for the Association.

'Gone With the Wind!'



It now appears certain that the odious principle of "right-to-work"—the notorious tool of union busters whose sole purpose is to deny employees the right of free organization and collective bargaining—has been dealt a final death blow by the citizens of Oklahoma.

The most recent defeat in Oklahoma, after 20 years of bombardment by all the big guns of the National Right-to-Work Committee, is also a clear indication that states which have thus far spurned the compulsory open shop laws RTW committees strive for, want no part of stifling the U.S. trade union movement. Further successes by RTW advocates are, as AFL-CIO President George Meany so aptly put it last week, apparently "a dead issue in this country."

After their national anti-labor efforts had drawn nothing but blanks for more than four years, the RTW committees had pinned all their hopes this year on adding Oklahoma to the other 19 states which have been in steady economic decline since enacting right-to-work laws.

True to their formula, the right-to-workers pulled out all the stops to ramrod their restrictive legislation down the throats of Oklahomans. In order to secure the 104,000 petition signatures needed to gain another state-wide referendum, like the one they lost in 1964, they brought in all of their high-powered fund-raising and propaganda talent. They even offered to buy signatures to get the required amount.

But they fell flat. The citizens of Oklahoma, like those of other states who have repelled RTW advances time and again, had time to see the right-to-work myth for what it really is. Contrary to the claim made by NRTWC that they thump for open-shop laws to stimulate business and advance the

economy of the states, they are really seeking the open shop in order to destroy established unionism and bring back the free-wheeling management abuses and discriminatory hiring practices that the organized labor movement has fought to abolish.

U.S. citizens everywhere have also had ample time to see what has happened to the states who swallowed the big lie and passed RTW laws under Section 14(b) of the Taft-Hartley Act. With the exception of Nevada, which derives its income almost entirely from gambling and tourist money earned outside its borders, every single one of them has experienced a steady economic decline of ruinous proportions.

Before right-to-work legislation most of these states—mostly in the south—were below the average national per capita income, with a few above.

But today all are below average and still slipping. With RTW laws came business and personal bankruptcies, lost homes, lost jobs, and a sharp drop in new construction and sales of everything from automobiles and appliances to bare necessities such as food and clothing. Those who could, pulled up stakes and left their home states; countless more who couldn't had to remain and live with the new law.

There remains little doubt that those who escaped RTW in its earlier days don't want it now and will never want it. But the NRTWC and its state affiliates will continue to perpetuate themselves by milking fellow union haters of new funds with false promises of what will never be.

The only way to stop them is redoubled efforts on the part of all of us in the labor movement to secure repeal by Congress of the infamous Section 14(b) which set them up in business.

MTD REPORT

The AFL-CIO Maritime Trades Department this month held its three-day biennial convention in Bal Harbour, Florida. More than 200 delegates, representing 37 international unions affiliated with the MTD and the department's port councils throughout North America, were in attendance. On this page are some of the photos taken during the sessions.



MTD President Paul Hall speaks to convention delegates in support of a plan to set up conference of all transportation unions for a stronger collective bargaining position.



SIUNA Vice President Morris Weisberger (at left) chats with Firefighters Union President William Buck.



Cesar Chavez, Farm. Workers Organizing Dir., and Asst. Dir. Larry Hiong (left) talk to President Hall.



IBEW Secretary Joseph Keenan greets Senators Magnuson, (D-Wash.) (right) and Bartlett (D-Alaska).



Philadelphia Mayor James Tate (left) with Joe Lewis of AFL-CIO Union Label & Service Trades Dept.



Vice Admiral Lawson P. Ramage, Commander of Military Sea Transport Service, addresses delegates.



SIUNA Vice Pres. Keith Terpe (L) talks with Santiago P. Abreu, Resident Commissioner of Puerto Rico.



Andrew J. Biemiller, Dir. AFL-CIO Legislative Dept.



James W. Gulick, Acting Administrator of MARAD.



Director Walter Davis of the AFL-CIO's Education Dept.



AFL-CIO Pres. George Meany called for upgrading of U.S. fleet in the public interest. At left is MTD President Hall.



MTD Pres. Hall chats with Machinists Pres. P. L. Siemiller (R) and RCIA Pres. James A. Suffridge.



SIU Vice President AL Tanner (R) and Pres. Leo Dennis of Railway Clerks during brief pause.

AFL-CIO



Dir. Sargent Shriver of U.S. Office of Economic Opportunity was speaker.



Betty Furness, Presidential Advisor on Consumer Affairs, delivers speech.

Over 900 delegates from across the nation, representing all segments of organized labor, attended the biennial convention of the AFL-CIO held in Bal Harbour, Florida, earlier this month. Progressive policies aimed at improving every facet of American life were discussed and formulated during the four-day proceedings. Some photos of convention sessions appear on this page.



SIUNA's delegation to convention listens as proceedings of the day get under way.



Delegates from all segments of the organized labor movement in America gathered for AFL-CIO convention to set aims and goals for programs of next two years.



George Meany, AFL-CIO president, welcomes Secretary of Labor W. Willard Wirtz as he arrives to speak to delegates.



SIUNA and MTD President Paul Hall and John J. Grogan, president of IUMSWA, talk things over during brief break in proceedings.



U. S. Attorney General Ramsey Clark also spoke to delegates.



International vice presidents Lindsey Williams and Steve Edney (right) were among SIUNA delegates to the sessions.



Motion picture personality Charlton Heston, President of the Screen Actors Guild, has talk with Pres. Meany after session.



Alan Boyd, Secretary of Transportation was another guest.

AFL-CIO to Wage All-Out Battle Against Conservative Threat in '68

(Continued from Page 3)

Dominating much of the convention was the theme of the serious challenge to the future of the trade union movement posed by the conservative coalition in Congress and its bid for control of the next Congress with resulting anti-labor and anti-progress legislation.

The convention's reaction was expressed in the resolution on political action in which it declared that the developing political threat to the trade union movement must be met by a maximum mobilization of labor's resources behind COPE in the 1968 elections.

A meeting of the AFL-CIO General Board during the convention heard a detailed analysis of the situation in Congress and the political problems coming up next year with Meany summing up that the federation was neither optimistic nor pessimistic about 1968 but simply determined to mount the most extensive drive ever.

Convention Positions

In terms of national programs the convention took these positions:

- Gave Congress a blueprint for action to protect the health, safety and buying power of the American consumer.
- Called for an expansion of the war on poverty by Congress and the Administration and by labor at the local level.
- Reaffirmed its conviction that the American economy can support the extension of social advances at home while meeting the needs of Vietnam and called for further action by the government to implement the policies

spelled out in the Employment Act of 1946.

- Spelled out its determination to achieve full equality for all minority groups in all aspects of American life, noting the accomplishments to date and the long distance still to be traveled.
- Called for a comprehensive national health insurance program as the key to dealing effectively with the mounting problem of health care.
- Urged a beefed-up drive on air and water pollution to correct the present weaknesses in funds and enforcement.
- Detailed specific programs for the development, management and conservation of natural resources for the benefit of all citizens.
- Assailed extremists of both the right and left as a continuing threat to American life.
- Called for a massive national effort to provide quality education for America's youth, regardless of race, background or income.
- Reasserted the need for minimum federal standards for un-

employment insurance and workmen's compensation because of inadequate state laws.

- Urged a national effort to humanize technological change to alleviate the damage and disruption caused by rampant automation geared to engineering and financial concepts.
 - Stressed the continuing need for major improvements in social security benefits and public assistance programs.
 - Cited the need for enactment of legislation setting out a comprehensive national manpower policy keyed to a commitment to full employment, making the government the employer of last resort.
 - Called again for a clearly warranted increase in the minimum wage to \$2 an hour, coverage of all workers and a 35 hour work-week.
- The convention's strongly reaffirmed support for the Johnson Administration's policies in Vietnam to halt Communist aggression in Southeast Asia.

Seafarer Rozalski Retires on Pension



SIU Representative George McCartney (left) presents Waclaw Rozalski with his first pension check in the New York hall. Rozalski sailed 25 years and his last job was AB on Sea-Land Summit.

MTD Convention Supports Transport Union Link-Up

(Continued from Page 3)

government tolerance of "run-away flag" shipping, criticized proposals to build U.S. ships in foreign yards and urged federal subsidies to develop the world's first nuclear-powered merchant fleet.

The convention dealt with a broad range of issues—from a strong endorsement of the American commitment in Vietnam, to consumer legislation, the crisis of the cities and the battle against "poverty and intolerance."

Labor's political role was stressed both in convention resolutions and in a major address by Philadelphia's recently re-elected Mayor James H. J. Tate.

Tate said he came to the convention to tell the story of what the labor movement can do politically when it unites, when it is aroused, and when the cause is right.

He told the delegates how he had gone into both the Democratic primary and general election as an underdog, opposed by two-thirds of the old guard Democratic ward leaders.

Labor was in his corner, but the party organization considered labor a "paper tiger" politically. Important as was the Philadelphia election, Tate stressed, "the 1968 election will be even more important—for the nation and for the world."

The all-out labor political effort must be duplicated in the congressional and presidential elections, Tate urged, "if organized labor is to continue in its role as champion of the people."

The convention heard also from

maritime industry spokesmen who emphasized the common concern of labor and management for the future of the merchant marine and from government officials, including Maritime Administrator James Gulick, Federal Mediation & Conciliation Director William E. Simkin and Vice Admiral L. P. Ramage, commander of the Military Sea Transport Service.

Collective bargaining in the United States "is doing a very good job," Simkin told the delegates.

Over the last seven years, he said, statistics show "that the average guy loses a day on strike in over two years in time . . . that is a pretty small price to pay for freedom."

Praises Federal Mediator

Hall responded with praise for federal mediators and a declaration that the maritime industry would have been much better off if more use had been made of this type of third-party assistance to bargaining rather than the "permanent umpire" type of arbitration.

Ramage told the convention that American merchant seamen have "never failed" the armed forces in any emergency.

Just as the nation must have "a Navy adequate to defend all our national interest," the admiral said, so must it have a strong merchant fleet. He added:

The MTD closed its three-day convention with the unanimous re-election of its three top officers: President Paul Hall, Executive Secretary-Treasurer Peter M. McGavin, and Vice President Jack McDonald.

The Pacific Coast



by Frank Drozak, West Coast Representative

The prolonged hearing on the sinking of the Panoeceanic Faith ended last week in San Francisco. The board, headed by Rear Admiral Chester R. Bender, will probably issue its findings in five months. The ship sank in a storm off Alaska, October 9, with the loss of 36 lives.

Hearings of this nature can of course never make up for lives lost, but we hope that they will

serve a useful purpose in preventing a repetition of the fate met by the crewmembers of the Panoeceanic Faith.

San Francisco

It's been a long time since we've seen snow out here, but Seafarers who live in and around San Diego and Los Angeles saw some of the white stuff last week. However, we haven't noticed any of the boys who ship out of here regularly looking for another run because of the snowy conditions, and we don't figure to lose any men to the Puerto Rico run.

Shipping is still brisk in this port. We paid-off and signed-on the following ships: **Norberto Capay, Kenyon Victory, Raphael Semmes, Lynn Victory, Los Angeles, Steel Recorder, Steel Apprentice, Longlines, American Pride, Seatrain Louisiana, Canton Victory, Lucile Bloomfield,** and the **Oakland, The Columbia** is in transit.

Seattle

Shipping has fallen off some since our last report, but the picture for the future looks bright, due to grain ships to India and MSTs-chartered vessels running to Vietnam.

Claude Pritchett, just off the Seattle as chief cook, is waiting for a new ship.

Woody Lawton was bosun on the **Manhattan** and had a long trip aboard this super-tanker. After resting awhile, this 29-year SIU member will catch another ship.

We have four ships in transit, paid-off one and signed-on two.

New Hull Design Adds Protection Against Heavy Pounding of Sea

Continuing research to produce a better and safer hull design have borne fruit and a new model has been tested that appreciably reduces slamming and may eventually replace the design that is now being used on most American freighters.

The forebody of most American cargo ships is the U-shape, more or less unchanged since it was adopted around 1918. The new hull form tested is more of a U-V shape, closer in design to those used by designers abroad. Its development, by naval architect Harry S. Townsend, was prompted after it was discovered that the forward bottoms of all 10 ships of a new fleet of fast freighters had suffered damage which cost an average of \$50,000 a year in repairs on each of the vessels.

The tests grew out of a desire to do something about this problem. Slamming occurs when the bow rises out of the water as it cuts through oncoming waves and then comes down hard on the surface of the water. The pounding the hull takes is both costly and dangerous.

Townsend said that results of tests indicated his design was the equal of the old one in smooth water, while in simulated rough seas the force on the bottom of the new model was about halved. Also, it took substantially less

power to maintain the same speed in rough seas than the other model.

Less Power Needed

In a full-sized ship, the naval architect said, his form would require an average of 2,100 less horsepower for propulsion through seas with 10-foot high waves.

The test results were given at a symposium of the Society of Naval Architects and Marine Engineers that met in New York last month. First, two five-foot models were tested in the model basin of the Davidson Laboratory at the Stevens Institute of Technology, then larger 17½-foot models with propellers were tested at the hydrodynamics laboratory of the Naval Ship Research and Development Center in Washington.

Measurements of the pressure of impact forces on the forward bottoms were taken as well as recordings of speed, power, pitch, heave and other factors.

The tests were backed by the Naval Architects, American Bureau of Shipping, the Maritime Administration, American ship-lines, shipyards and the United Salvage Association of which Townsend is vice-president.

Union Pays Bills During Illness

To The Editor:

I am writing this letter so I can tell everyone concerned about my appreciation for what the Union has done for my wife and I.

I was in the hospital in April and had an emergency operation. The union was of the greatest help to us during this time. Then in October, my wife went into the hospital for a serious operation.

Again, the Union came forth with help beyond belief. I recently learned that the SIU paid all of my wife's hospital bill. I would like to say we always read the LOG and I sincerely hope that you will print this letter showing our deep appreciation for what the SIU has done for us.

Sincerely,
George Black
Galveston, Texas

Crew Helped Out During Emergency

To The Editor:

I would like to extend my sincere appreciation for the kindness and thoughtfulness extended to me by the entire crew of the Robin Gray during the serious illness suffered by my

LETTERS To The Editor

wife. This enabled me to fly home immediately.

Gratefully,
Frederick Osborne

U.S. Maritime Should Be No. 1

To The Editor:

This past year, I had the honor and pleasure to sail with the SIU as an AB, after a lapse of 20 years.

As a Democratic Committeeman from the Philadelphia Third Congressional District, I have seen the great progress the Union has made for the benefit of the workingman. I read in the LOG with great interest the fight the Union is making for the upgrading of our merchant marine.

In a nation as great as ours, the merchant marine should be in a top position, and stay there. The U.S. merchant marine's economic growth and maintaining its position as our fourth arm of defense, is a great deal.

To all those involved, keep up the good work. To the Union, officials and membership, I wish to take this opportunity to wish all a Merry Christmas and a Happy New Year.

Yours truly,
Joseph Horner

Budget-Cutting No Solution

To the Editor:

"Cut Social Security, cut foreign aid, cut welfare programs, and the future's delayed." That apparently is the motto of most of the House members who seem to enjoy touching bottom. They are much like the bird who always flew backwards in order to see where he had been.

These budget-cutters seem to be trying to regain those thrilling days of yesteryear when the lollipop was king and the U.S.A. was mighty, invincible, and low-priced.

I submit that those days were not, to put it succinctly, so hot. What they lacked, aside from the evils that did exist then, were the problems of overpopulation, nuclear war, and competition between huge and powerful international alliances so technologically-advanced that the fate of the planet Earth could be swiftly determined by one single move—possibly even by accident.

The time we live in is perilous. The solution to diminishing the dangers, and to making life better for all people—three-billion now and six billion in about 30 years—is not to cut down on programs designed to achieve this goal. Specifically, it is foolish and dangerous for the House to slash foreign aid appropriations to the lowest level since 1948. The only effect this reactionary move can have is to force the poorer nations to either buckle their belts—if there are any notches left to buckle—or to turn to the Communist countries for aid, and, possibly, for friendship.

In cutting welfare programs and in calling for bills to suppress riots instead of the causes of riots—poverty, hunger, disease, educational deprivation, discrimination, and so on—Congressional reactionaries are doing a great deal more harm to the people of this country than the troubles they hope to quell.

Richard Dalton

Border Jumpers Hurt Economy

To The Editor:

Some U.S. Companies have joined the runaway ship owners in the constant battle to find workers they can pay less money to than their American counterparts. Instead of Liberia or Panama, the industrialists have settled on Mexico as their new home.

Not only are the American companies taking jobs and wages away from Americans, but they are not helping the Mexico economy to a noticeable degree. It is believed as many as 100 companies have set up operations South of the border. I hope the Government will put an end to this practice.

Paul Raichle

Romney Follows Company Line

To The Editor:

It is interesting to note that moderate Republicans refer to Michigan Governor George Romney as a moderate candidate, even a Liberal.

Considering his anti-labor statements, this is almost as funny as saying Barry Goldwater and Ronald Reagan are Liberal. Consider Romney's statements at the University of Denver Law School, when he stated that unions are acquiring "monopolies" that "threaten our whole economy."

His statements on labor make one wonder how another so-called liberal, Governor Rockefeller, can support him.

Ted Neiderhuber

Seafarer Lee Savold Recalls Bouts As Contender for Heavyweight Crown

Among the crew of the Ocean Evelyn during a recent voyage, was a deck maintenance man named Lee Savold. The name is undoubtedly familiar to fight fans, since Lee Savold was one of the better heavyweights in the 1940's, frequently ranked in the top ten among division contenders.

Although Lee never fought officially for the World Championship, he was recognized in England and most of Europe as heavyweight champ when he knocked out Bruce Woodcock of England, in the fourth round at White City Stadium, London, on June 6, 1949.

When Joe Louis retired, Lee, Gus Lesnovich, Jersey Joe Walcott and Ezzard Charles were to be in a tournament for the title. Lee had been committed to the Woodcock fight and Lesnovich had contracted for a fight in Europe, so the tourney was not held. Charles won eventual universal recognition as champion.

Lee, now 52 years old, lives in Paramus, N. J. He was born on a farm and ranch in Canby, Minnesota. Lee recalled that his first fight was as a substitute at a county fair in Canby. He was only 15 years old at the time. Since it was the main event, he started out as a main event fighter. During a career that spanned some 20 years, he fought many of his division's biggest names.

Heads for the City

Like so many boys from the small towns, Lee decided to leave home and head for the big city, which in his case was St. Paul, Minn. Here, he was discovered by a well-known boxer, Mike Gibbons. Gibbons took young Lee on the boxing circuit, hooking fights all over the U. S., from big city arenas to smaller cities like Des Moines, Iowa. In those days, boxing thrived and getting fights wasn't hard. Working your way to the top against tough competition was harder, however.

Lee's first bout was a six-round decision over Johnny Marcus in St. Paul. Shortly afterwards, he knocked out Ford Smith in San Francisco, the first of his 53 knockouts. He won an additional 19 by decision, lost 23 on points and was stopped only seven times. He had two draws, lost one on a foul and one bout was ruled no



Bruce Woodcock (right) misses with a right during the last round of his fight with Lee Savold, on June 6, 1950. Savold won fight, held in London, and was recognized as European heavyweight champ.

contest. Minus the draws and no contest bout, he won 72, lost 31, in 106 fights.

Madison Square Garden was the scene for one of Lee's most memorable bouts. In 1948, he fought Gino Bonavino, an Italian fighter, and KO'd him in the first round. It took all of 45 seconds to dispose of the Italian visitor, still the shortest fight in the long history of the Garden.

Last Minute Substitute

Ironically, the fight was almost cancelled. Lee was a last-minute substitute and New York State's Boxing Commissioner, the late Eddie Egan, objected on the grounds that Lee, who had been inactive awhile, was not in shape. The Garden matchmaker argued to get the fight and Egan finally agreed.

Perhaps the first big name fighter Lee met was Buddy Baer, the less distinguished brother of former heavyweight champ, Max Baer. Lee lost in an eight-rounder in Des Moines. However, his Eastern debut was an impressive one, as he scored a technical knockout over "Big" Jim Robinson in the third round of a fight in New York on January 10, 1940. That same year, Lee lost a 12-rounder in New York to the great Billy Conn, former light-heavy champ, who eventually went on to fight Joe Louis.

Among the big names Lee battled were Lou Nova, whom Lee knocked out in Washington in 1942 and again in Chicago's Wrigley Field a year later. Tami Mauriello, who defeated Lee twice in New York, in 1942 and '43, and Arturo Godoy, whom Lee fought to a no-contest decision in 1946. Nova, Mauriello, Godoy,

and Baer all had their chance at the heavyweight title.

Lee is the possessor of a fine sense of humor. When asked by a shipmate who gave him his toughest fight, Lee replied, "my landlord." But, in a serious vein, Lee thought Lem Franklin, who stood 6' 5 inches and weighed well over 200 pounds, was his toughest foe. Lee's record against Franklin was two wins and a loss, including a hard-fought TKO of Franklin in Chicago Stadium, in 1943.

Lee fought Joe Louis during the great champ's comeback, and was knocked out in six rounds, in New York's Madison Square Garden. Shortly afterwards, another great fighter, Rocky Marciano knocked Lee out, also in the sixth round, in Philadelphia and Lee then decided to hang up his gloves.

Vietnam Reunion



Ralph Wilson, who sails in Steel Designer's engine dept., saw his son, George on trip to Vietnam. George sailed as oiler before he joined the Army. The two had sailed together on the Columbia.

Seafarers Gear Being Held

The San Francisco office of American-Export Isbrantsen Lines, Inc. will close after December 29, or possibly just prior to Christmas. This office has several articles of unclaimed personal effects belonging to the following Seafarers:

Frank Adkins, Western Clipper; Oran K. Templeton, Western Clipper.

These men are advised to claim their property as soon as possible. As soon as the company knows who will represent Western Agencies in San Francisco, they will try to transfer any unclaimed personal effects to the new agent.

From the Ships at Sea

The Mount Washington (Victory Carriers) is on a "run for your life," according to ship's delegate **Manuel Rendueles**. The ship has been on a busy schedule and port time has been limited, he reports. With a fine steward department headed by steward **Robert Ferrandiz**, the ship has been a good feeder, Rendueles reports. The crew gave a vote of thanks, especially, for the fine Thanksgiving dinner. "We have a clean swimming pool and the crew has been enjoying it, along with the air conditioning," wrote Brother Rendueles. The Seafarers found a couple of stowaways on board, when they left Subic Bay. They were taken off the ship in Singapore. In the Persian Gulf, a new Captain joined the ship, wrote Rendueles.



Rendueles

Ocean Anna (Maritime Overseas) Seafarers "had a fine Thanksgiving dinner and the crew had a fine day," according to chief steward **Pete Triantafillos**. The vessel was en route to Antwerp, Belgium. The Steward department worked very hard



Triantafillos

Quick Action by SIU Crew Extinguishes Shipboard Fire

Quick action by Seafarers aboard the Columbia Banker averted a disaster when fire broke out as the ship was heading for Vietnam, chief steward and meeting secretary **Fazil Ali** reported to the LOG.

At 1:10 p.m., November 20, the general alarm sounded, Ali wrote. Third cook **John Maples**, discovered a fire in the ship's galley was simultaneously rousing all hands. Saloon messman **Nathan Adams** observed diesel oil flowing onto the deck through the overflow pipe and a few seconds later "winds whipped the fuel through a galley port hole onto the already hot range," Ali reported.

As the fire shot up two decks,

A Final Tribute



D. L. Redmond, AB, lowers wreath into sea from the Anchorage, in honor of Panocceanic Faith crewmen who lost their lives. Union brothers from Seattle contributed money for the floral tribute.

to provide a fine meal, **Triantafillos** reported. Turning out the vittles were: chief cook **Richard Sessions**, ably assisted by **Phil Lambis, George Herrea, Larry Bullard, Rolin Manuel, Drosalio Ybarro, Fernando Urias** and **Clarence Fontenot**.

SIU Pension Benefits Give Security To Seven More Seafarer Veterans



The names of seven Seafarers have been added to the list of SIU men who have retired on an SIU pension. The seven new SIU pensioners include: **Philip West, Antonio Treyes, Edwin Dietrich, John Marchant, Joseph Bogovic, Frank Mazet** and **Russell Morrison**.

Edwin Dietrich joined the SIU in the port of New York. He was born in New Jersey and lives with his wife, **Josephine** in Westwood, N. J.

John Marchant joined the SIU

in Norfolk and sailed as bridge tender. A native of **Mathews, Va.**, he now makes his home in Norfolk. **Marchant** was employed by the Chesapeake and Ohio Railroad.

Philip West sailed with the P. P. Martin Co. He was born in Delaware and now lives in Philadelphia with his wife, **Ethel**. West joined the Union in the port of Philadelphia and sailed as a deckhand.

Antonio Treyes last shipped for the Taylor and Anderson Towing Co., as a cook. He joined the SIU in the port of Philadelphia. **Treyes** and his wife, **Lillian**, reside in that city. Seafarer **Treyes** was born in the Philippine Islands.



Morrison Marchant

Joseph Bogovic joined the SIU in the port of New York. He was born in Yugoslavia and now resides in New York City. **Bogovic** sailed as a floatman and was employed by the New York Central Railroad.

Russell Morrison joined the SIU in the port of Baltimore. He is a native of Massachusetts and now makes his home in **Saverna Park, Md.** **Morrison** sailed in the deck department and his last ship was the **Aloca Master**.

Frank Mazet was born in Belgium and lives in New York, where he joined the SIU. A member of the engine department, **Mazet's** last ship was the **Robin Locksley**.

SIU Lifeboat Class No. 191 Graduates



These men received a lifeboat ticket on Nov. 28, after passing Coast Guard examinations. They attended **Harry Lundeberg** School of Seamanship in New York City. In front row, L-R, are: **Hector Rosado, Santiago Nunez, Edmund Sorensen**. In the second row: instructor **Paul McGaharn, Jim Dower, Ray Kayser, Evaristo Pantoja**.

FINAL DEPARTURES

Raymond Drouillard, 52: Brother Drouillard died on October 25, at St. Mary's Hospital, Duluth, Minn. He was a native of Minnesota and resided in Saginaw, Minn. Brother Drouillard joined the Union in Duluth and sailed as linesman. He was employed by the Great Lakes Towing Co. During World War II, he served in the Army. Surviving is his wife, **Marian**. Brother Drouillard was buried in Grand Lake Cemetery, Grand Lake Township, Minn.



Drouillard

Elmer Dickerson, 38: Heart disease claimed the life of Brother Dickerson on November 16, at the USPHS Hospital, Galveston, Texas. He joined the Union in the port of Houston. Born in Louisiana, he lived in Humble, Texas. Brother Dickerson sailed as AB and he was last employed by G and H Towing Co. Surviving is his wife, **Mary**, of Humble. Burial was in Rosewood Memorial Park, Harris County, Texas.



Dickerson

Boyd Amsberry, 71: Brother Amsberry died on October 31, in USPHS Hospital, Seattle, Wash. He was born in the state of Washington and resided in Seattle at the time of death. A steward, he joined the Union in Mobile. His last ship was the Transnorthern. Brother Amsberry was in the Navy from 1917 to 1923. Surviving is a nephew, **Rex Bliss** of Seattle. The body was cremated at Hawthorne Lawn Memorial Park, Mt. Vernon, Skagit, Wash.



Amsberry

Marcelino Makatangay, 66: Brother Makatangay died on October 22 at the USPHS Hospital, Staten Island, N. Y. He was a native of the Philippine Islands and resided in New York. He sailed as a cook and baker. Brother Makatangay joined the union in New York and his last ship was the Steel Scientist. He is survived by a sister, **Marcellina Mendez** of Quezon City, Philippine Islands. Burial was in Rosehill Cemetery, Linden, N. J.



Makatangay

Harvey Glotzer, 28: A heart ailment claimed the life of Brother Glotzer, Oct. 22, while at sea aboard the Transyork. He was a native of Brooklyn, where he made his home. Brother Glotzer joined the Union in the port of New York. He had been sailing as OS. Surviving is his mother, **Mrs. Ada Glotzer** of Brooklyn. The burial was in Machtelah Cemetery, Long Island, N. Y.



Glotzer

Jack Williams, 60: Brother Williams died on November 17, at Memorial Hospital, Panama City, Fla. He was on an SIU pension at the time of his death. He was born in Tifton, Ga. and lived in New York while he was an active Seafarer. Upon retirement, he resided in Lynn Haven, Fla. Brother Williams was a chief electrician and joined the SIU in New York. His last ship was the Chatham. He is survived by his wife, **Gladys**, of Lynn Haven. The burial was in Moultrie, Ga.



Williams

WANTED : STORIES and PHOTOS Send to the LOG

Relaxing in Amsterdam



Enjoying a good meal and some Dutch beer ashore are Seafarers from the Globe Carrier. From left, Stan Cieslak, deck maintenance, Shirley Nicholson, AB; Ed Abualy, bosun; Francis Donovan, AB; Marvin Howard, AB. The Globe Carrier took a load of coal to Amsterdam.

SIU ARRIVALS

Audrey Mae Wilson, born November 7, 1967, to Seafarer and Mrs. Aubrey Wilson, Mobile, Alabama.

Jacqueline Angotti, born May 2, 1967, to Seafarer Ronald E. and Mrs. Jacqueline Angotti, Chicago, Illinois.

Jose Hiram Rodriguez, born December 2, 1966, to Seafarer and Mrs. Jose Rodriguez, Playa Ponce, Puerto Rico.

Sebrina Richards, born August 20, 1967, to Seafarer and Mrs. Tom A. Richards, San Francisco, California.

Shane Limes, born November 7, 1967, to Seafarer and Mrs. David Limes, Solvang, California.

Anthony Grant, born July 25, 1967, to Seafarer and Mrs. Willie Grant, Jacksonville, Florida.

Lisa Myers, born October 12, 1967, to Seafarer and Mrs. Bruce Myers, Harbor View, Ohio.

Frances Sylvia, born June 10, 1967, to Seafarer and Mrs. Francis Sylvia, Hayward, California.

Steve Norris Smymanowski, born October 16, 1967, to Seafarer and Mrs. Norris Smymanowski, Baltimore, Maryland.

Lisa Andrea Brauner, born October 27, 1967, to Seafarer and Mrs. Christian John Brauner, Jr., Metairie, Louisiana.

Keith Tamlyn, born August 12, 1967, to Seafarer and Mrs. Robert T. Tamlyn, St. Ignace, Michigan.

Sean and Sherman Smith, born November 1, 1967, to Seafarer and Mrs Alfred Smith, Somerdale, New Jersey.

Lori Lynn Stevens, born June 21, 1967, to Seafarer and Mrs. Calvin Stevens, Mobile, Alabama.

Eagle Traveller Docks in Yokohama



These Seafarers arrived in Yokohama, Japan, after a long voyage to the Far East aboard the Eagle Traveller. From left to right: Paul Luteman, AB, Dominick Orsini, chief pumpman, Bill Joyner, bosun, George Pedersen, AB. Some of the Seafarers were paid-off in Yokohama, while others made the return trip to San Francisco.

Grim Reminder of Faith Tragedy Sighted by Steel Seafarer Crew

An empty lifeboat served as a grim reminder to Seafarers aboard the Steel Seafarer of the tragedy that struck the crewmembers of the Panoceanic Faith October 9.

Cornello Preclaro, AB on the Steel Seafarer, recalled how the lifeboat was sighted. "We were searching for survivors and everyone who could stand watch was on deck," Preclaro said. About 5 p.m. we saw the lifeboat, shot a line to the raft and after rigging a block and tackle, we pulled it aboard. We kept the lifeboat on the ship until we reached Coos Bay, Oregon. Then we turned it over to the Coast Guard," Preclaro reported to the LOG.



Seafarer George McKlatchy, who sailed as chief electrician, reported that several crewmembers spotted the lifeboat. "All the men wanted to help look for survivors. We rigged up lights to scan the sea during the night. When we were unable to find any survivors, the crew became very downhearted."

While Steel Seafarer was docked at Erie Basin, some crewmembers discussed the efforts of the ship in trying to locate survivors of the Pan Oceanic Faith after vessel sank October 9. From L-R: Frank Strates, FWT, Cornello Proclaro, AB, LOG Staffer Pete Weiss and Chief electrician George McKlatchy. Ship's efforts were in vain.

When the crew of the Steel Seafarer heard of the Panoceanic Faith's distress they "knew at once it was a Union ship." We "were concerned about our union brothers," Preclaro said.

had previously sailed on the Panoceanic Faith. Strates had kind words for the captain, John F. Ogles, who was among those killed.

Frank Strates, who sailed aboard the Steel Seafarer as FWT,

the Steel Seafarer was the first ship to relay the Faith's SOS to the Coast Guard and other ves-

sels in the area. "We heard of the ship's distress some 900 miles from Kodiak, Alaska," Strates said. It took about six hours for the ship to arrive in the Faith's vicinity.

According to Strates, the Steel Seafarer "was bobbing all over the ocean like a corkscrew. All our cargo was unloaded in Bangkok. When we arrived on the scene, a Norwegian, Russian and Japanese ship were already there and hunting for survivors, Strates added.

Strates said that Seafarers in the engine room knew of the disaster when the captain made an announcement over the loudspeaker shortly after ordering an increase in the ship's speed.

"Everyone wanted to help search for survivors," Strates reported to the LOG. "The men felt thirty eyes were better than two and a man in the water is awfully small."

Strates was given a lifejacket by a deckhand when he went on deck. "The storm was even worse the two days before the sinking. It was impossible to walk and chairs were being thrown about," he reported.

The vessel was in contact with the other ships, relaying what each was able to accomplish in the search for survivors. The Steel Seafarer searched for three days before they were told to discontinue their mission.

PERSONALS

Augustin W. Morales

Please get in touch with your son, Robert, at 78 Futoomachi Kokoku-ku, Yokohama, Japan. He is anxious to hear from you.

David J. Taylor

Your mother, Mrs. Corinne Taylor, P. O. Box 455, West Lake, La., is anxious to hear from you.

Charles Ussin

Please contact Mrs. Sharen Van Zandt, Department of Public Welfare, Jefferson Parish, P. O. Box 99, Gretna, La. 70053.

Roy F. Pierce

Please contact Eugene Weiss as soon as possible, at 1748 Jasmine Ave., New Hyde Park, N. Y. 11040.

Harold Spieer

Please get in touch with the Coast Guard in Seattle.

Edward Achee

Please get in touch with Mrs. Lydia Harvey, Covington, La., in regard to an important matter.

Albert Weems

Your wife would like you to contact her at 1905 First Ave., Columbus, Ga. 31901.

Earl E. Gonyea

Kenneth Gonyea sends the following message: "Left the position I formerly had due to certain circumstances. Am going to try and find another position if I possibly can."

Martin Thomas

Please contact the Methodist Hospital at 506 Sixth Street, Brooklyn, N.Y. 11215, as soon as possible in regard to a very important matter.

Cecil Gates

Please contact Rosemary Goff, 831 - 29th Avenue, San Francisco, Calif., as soon as possible.

Michael Abernathy

Please contact your brother or father as soon as possible. Write Neil Abernathy, 10941 Iberia St., Mira Loma, Calif. 91752.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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UNFAIR TO LABOR

DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)



Sitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)



Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)



Jamestown Sterling Corp.
(United Furniture Workers)



White Furniture Co.
(United Furniture Workers of America)



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(International Leather Goods,
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(Tobacco Workers International
Union)



Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)



Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)



Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

COLUMBIA BANKER (Columbia), December 3—Chairman, John Maher; Secretary, Fazil AH. Disputed OT re delayed sailing in all departments, to be taken up with boarding patrolman. Otherwise, everything is running smoothly. Vote of thanks to the steward department for doing a fine job. Crew thanked for their cooperation.

SACRAMENTO (Sacramento Transport), November 27—Chairman, W. Link; Secretary, D. B. Sachser. Brother Wyatt was elected to serve as new ship's delegate. No beefs and no disputed OT reported.

SACRAMENTO (Sacramento Transport), June 18—Chairman, V. Ferguson; Secretary, D. Sachser. A number of beefs to be taken up with patrolman. Mail delivery has been bad this trip.

GLOBE EXPLORER (Maritime Overseas), November 12—Chairman, Clarence S. Jack; Secretary, Frank A. Radville. Vote of thanks was extended to the ship's delegate for a job well done. No beefs and no disputed OT. Everything is running smoothly.

CUBA VICTORY (Alcoa), December 3—Chairman, W. C. Sellers; Secretary, N. D. Cook. Little disputed OT in engine department which delegate is trying to clear up. Discussion held on sanitation. Motion made that something be done about soot emitting from stack.

DIGEST of SIU SHIP MEETINGS

GATEWAY CITY (Sea-Land), December 3—Chairman, A. Carpenter; Secretary, E. Kaznowsky. Discussion held regarding the repair list. Vote of thanks was extended to the steward department for a job well done. No beefs reported.

SELMA VICTORY (South Atlantic & Caribbean), November 19—Chairman, Daniel Browning; Secretary, William Lovett. Brother Alfred Hirsch was elected to serve as ship's delegate. No beefs were reported by department delegates. The steward department is putting out fine menus, and the crew messman and crew pastryman are doing a much better job than before.

SEATRIN DELAWARE (Seatrains), November 30—Chairman, Ralph Hernandez; Secretary, H. Serrano. Repairs are still pending. Some disputed OT in deck and engine departments, otherwise no beefs aboard. Vote of thanks to Brother R. St. Marie, acting ship's delegate, for having done a good job. Brother H. Serrano was elected to serve as new ship's delegate. Vote of thanks to the steward department for a job well done.

SACRAMENTO (Sacramento Transport), October 22—Chairman, David B. Sachser; Secretary, W. P. Link, Jr. A number of beefs will be taken up with boarding patrolman. The crew wishes to go on record for a retirement plan for those with 20 years in the Union and 15 years sea time regardless of age.

SACRAMENTO (Sacramento Transport), April 2—Chairman, W. P. Link; Secretary, D. B. Sachser. One man failed to join ship in San Pedro due to a family emergency. No beefs were reported by department delegates. Patrolman will be contacted regarding air conditioner which is too small. Vote of thanks to the ship's delegate and the entire steward department for a job well done.

MALDEN VICTORY (Alcoa), October 1—Chairman, Andy Pickur; Secretary, Mr. Hankland. Brother L. G. Goodwin was elected to serve as ship's delegate. Motion made that C-card men should sail in group 2 and 3 before qualifying for group 1 jobs.

MALDEN VICTORY (Alcoa), no date—Chairman, L. G. Goodwin; Secretary, A. Pickur. Brother A. Pickur was elected to serve as new ship's delegate. No cooperation in steward department. Matter to be taken up with the Captain.

MADAKET (Waterman), December 2—Chairman, Stanley A. Holden; Secretary, John T. Cranes. Brother John Cranes was elected to serve as ship's delegate. \$30.00 in ship's fund. No major beefs, everything is running smoothly.

ALCOA MASTER (Waterman), November 26—Chairman, M. T. Morris; Secretary, B. Feely. Brother Tony Ferraris was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a nice Thanksgiving dinner and all around good food and service. Motion made to have transportation paid from ship to the hall.

HERMINA (Hudson Marine), no date—Chairman, P. Lerner; Secretary, Frank Kellett. Disputed OT in deck and engine departments. Many beefs to be taken up with boarding patrolman.

LYNN VICTORY (Victory Carriers), November 15—Chairman, J. H. Shearer; Secretary, M. F. Carroll. Small amount of disputed OT in deck department, otherwise no beefs were reported.

THETIS (Rye Marine), November 6—Chairman, J. M. Davis; Secretary, D. McTerman. Eighty-two cents in ship's fund. No beefs reported by department delegates.

AMERICAN VICTORY (Hudson Waterways), October 15—Chairman, W. E. Olyier; Secretary, George Martin. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

BETHFLOE (Bethlehem Steel), November 21—Chairman, James E. Rose; Secretary, James E. Rose. Discussion held about pay raise. It was suggested that the raise should apply to messmen, ordinary seamen and wipers too.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans . . . Jan. 16—2:30 p.m.
 - Mobile Jan. 17—2:30 p.m.
 - Wilmington . . . Jan. 22—2:00 p.m.
 - San Francisco . . Jan. 24—2:00 p.m.
 - Seattle Jan. 26—2:00 p.m.
 - New York Jan. 8—2:30 p.m.
 - Philadelphia . . . Jan. 9—2:30 p.m.
 - Baltimore Jan. 10—2:30 p.m.
 - Detroit Jan. 12—2:30 p.m.
 - Houston Jan. 15—2:30 p.m.

- Great Lakes SIU Meetings**
- Detroit Jan. 2—2:00 p.m.
 - Alpena Jan. 2—7:00 p.m.
 - Buffalo Jan. 2—7:00 p.m.
 - Chicago Jan. 2—7:00 p.m.
 - Cleveland Jan. 2—7:00 p.m.
 - Duluth Jan. 2—7:00 p.m.
 - Frankfort Jan. 2—7:00 p.m.

- Great Lakes Tug and Dredge Region**
- Chicago Jan. 16—7:30 p.m.
 - †Sault Ste. Marie Jan. 18—7:30 p.m.
 - Buffalo Jan. 17—7:30 p.m.
 - Duluth Jan. 19—7:30 p.m.
 - Cleveland Jan. 19—7:30 p.m.
 - Toledo Jan. 19—7:30 p.m.
 - Detroit Jan. 15—7:30 p.m.
 - Milwaukee Jan. 15—7:30 p.m.

- SIU Inland Boatmen's Union**
- New Orleans . . . Jan. 16—5:00 p.m.
 - Mobile Jan. 17—5:00 p.m.
 - Philadelphia . . . Jan. 9—5:00 p.m.
 - Baltimore (licensed and unlicensed) Jan. 10—5:00 p.m.
 - Norfolk Jan. 11—5:00 p.m.
 - Houston Jan. 15—5:00 p.m.

- Railway Marine Region**
- Philadelphia Jan. 16—10 a.m. & 8 p.m.
 - Baltimore Jan. 17—10 a.m. & 8 p.m.
 - *Norfolk Jan. 18—10 a.m. & 8 p.m.
 - Jersey City Jan. 15—10 a.m. & 8 p.m.

- United Industrial Workers**
- New Orleans . . . Jan. 16—7:00 p.m.
 - Mobile Jan. 17—7:00 p.m.
 - New York Jan. 8—7:00 p.m.
 - Philadelphia . . . Jan. 9—7:00 p.m.
 - Baltimore Jan. 10—7:00 p.m.
 - †Houston Jan. 15—7:00 p.m.

DIRECTORY of UNION HALLS

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Inland Boatmen's Union
United Industrial Workers

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834-2528
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204971 Ext. 281

BY the seventeenth century, vast far-off lands were yet uncharted, and the prospect of voyaging by sea was viewed as a bold departure from a sailor's homeland into a wave-swept world of excitement and mystery. Somewhere beyond the rim of the horizon was the unknown. Adventure beckoned, while death often waited. So it was that men went out to brave the high seas, as they challenged the world to unfold its secrets, its continents, its peoples.

The reasons for these voyages had not always been the most noble; they had begun in the search for material wealth, and for years apparently had little scientific purpose—even to the basic extent of charting new areas. Such was the case in the eleven world-circling voyages between 1711 and 1719 by French captains who set out from St. Malo or Port Louis.

Reaching the South Seas and the coasts of Chile and Peru, they crossed the Pacific to Canton, making their return via Manila, the Indian Ocean and the Cape of Good Hope. In all their far-reaching journeys, they gave no thought to discovery of new lands or to charting these lands, routes, weather, or other phenomena, recording neither geographical nor astronomical observations. Their voyages, as far as they were concerned, were of a strictly commercial nature. Where they could have returned home with both money and knowledge, they took only the money, and were that much poorer for it.

It was only with the publication of certain theoretical treatises which were important aids to navigation in the seventeenth century that a new spirit of discovery, and accumulation of knowledge, was given impetus.

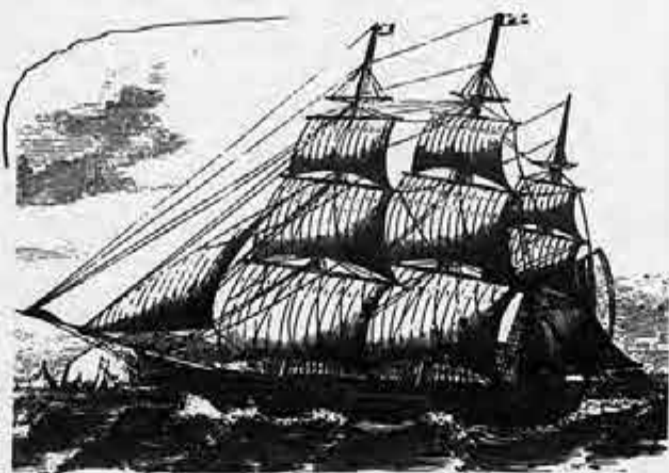
"Hydrography" by Father Fournier in 1642 and "The Science of Geography" by Father Francois in 1652 were the first of these. The possibility of furthering scientific studies through maritime exploration was more closely scrutinized with the work conducted by the Dutch geographers Vossius and Varenius, the establishment of study centers in Rome by the Popes and Jesuits, and the founding of learned societies such as the Royal Society in London and the Academie des Sciences in Paris. The movement toward a more scientific outlook led to more precise instructions—drawn up in collaboration with scholars in such fields as astronomy, botany, medicine, and zoology—being issued to mariners.

By the time the mid-eighteenth century rolled around, scientific research was well under way. Ships had been transformed into veritable sea-going laboratories, specially-equipped with all the latest navigational and observational apparatus, and carrying research teams as well.

Secrecy A Weapon

This "golden age of maritime exploration," from about 1740 to 1840, revealed much of the true configuration of the earth's surface, and the mythical lands of the past faded away.

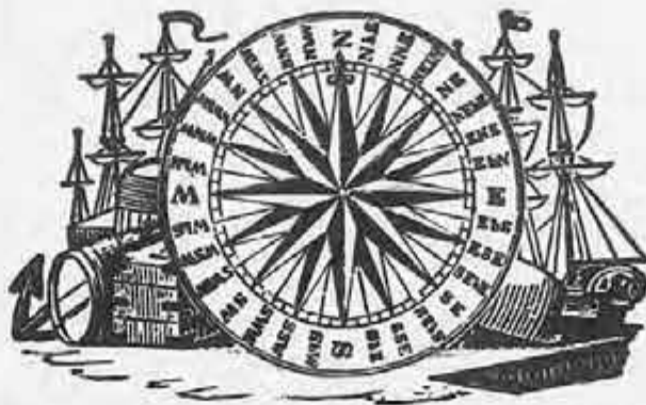
Strangely enough, though 1740 brought about close attention to seeking out maritime discoveries, governments often clamped down with a veil of secrecy, regarding cartography or map making as a secret weapon. The Portuguese Government imposed the death penalty on anyone revealing the contents of maps drawn up by navigators. The Dutch took severe precautions to maintain secrecy concerning navigation in the Indian Archipelago. As late as 1769, Bougainville refused to disclose the whereabouts of Tahiti, maintaining that such information was a "government secret!"



Gradually this attitude changed, so that a navigator was able to write in 1774, "Gone are the days, when each discovery was shrouded in mystery . . .". Emphasis temporarily shifted to an attitude of international collaboration for scientific objectives, most notably apparent when governments allowed the pooling of information concerning observations of Venus crossing the Sun on June 3, 1769. The spirit of scientific collaboration even extended through periods of international warfare, as in the American Revolution, during which French officers received orders from their government to render all possible

18th Century

THE WORLD PREMIERE



aid to the British explorer James Cook. Similarly, in 1800 the British Government provided the French explorer Baudin with protection in the form of a passport on his journey to the Australian coasts.

The zeal behind maritime exploration fluctuated with the years, so that during the seventeenth century, the Spanish, Dutch, and English were the most energetic in their pursuit of the seas' secrets while, in the following century, the French pulled forward in maritime activity where they remained prominent until 1840.

Russia's Peter the Great, who encouraged progressive reforms and "westernization" of Russia during his reign (1682-1725), spurred his nation's seafarers to make noteworthy contributions to the knowledge of various regions, especially in the North Pacific.

Just as interests in maritime advances shifted from nation to nation, the attention of explorers shifted between different regions of the world. The Indian Ocean and the Far East called to seventeenth-century navigators, while during the next century, research was directed at the little-known Pacific and the mystery of "terra australis incognita," whose legends brought it an aura of adventure. Discovery and exploration in such areas as these promised rich rewards to the nations involved, in terms of both prestige and economics; the British were attempting to consolidate their long-expanding empire and the French needed to offset their losses of the Seven Years War.

Exploration Interest Fluctuates

There were several significant stages in the chain of discoveries.

The first half of the seventeenth century was a period of much exploration, most notably on the part of the Spanish, Dutch and British. Quiroz, a Portuguese serving with the Spanish forces, voyaged across the Pacific Ocean between 1605 and 1606, and was elated at discovering what he thought was the long-sought terra australis; it was actually the New Hebrides. From 1606 to 1607, Diego de Prado and Luis van de Torres sailed along the New Guinea coast, passing through what has since become known as Torres Strait. Torres may also have touched at several points along the north Australian coast.

The Dutchman Abel Tasman pursued the study of the newly-discovered country, then known as New Holland, and sailed along its southern coast in 1642, proving that it was a separate continent and not part of Antarctica. On this expedition Tasman also discovered the island now called Tasmania, and was the first to sight New Zealand.

The Far East was an area that held particular interest for the Dutch, especially after the founding of Batavia in 1619, which served as a base for several expeditions along the coasts of China and Japan.

The British concentrated most of their effort on the northern regions of America and in the Arctic, which had provided popular whaling grounds since the 1500's. In the course of three expeditions between 1607 and 1611, famed explorer Henry Hudson visited Greenland, Spitsbergen, Nova Zembla, and the

American coast from Chesapeake Bay to what is now called the Hudson River. He then set sail up the Labrador Peninsula and headed into Hudson's Bay, from which he never returned. Meanwhile, other British navigators were still seeking the North-West Passage, hoping to find a direct route from Europe to China without having to take the long voyage around the southern tip of South America.

In the second half of the seventeenth century, only one man made any noteworthy maritime explorations. He was William Dampier, an Englishman whose studies in botany and hydrography well qualified him on his voyages of discovery. Between 1683 and 1710, Dampier made three very important voyages, rounding Cape Horn, sailing up the coast of California, and voyaging over the Pacific and the Indian Archipelago.

1700's Bring Scientific Advances

In the first half of the eighteenth century, the Indian Ocean was the center of attention for the Indian trading companies of the British, Dutch, and French. In 1745, the French hydrographer d'Apres de Manneville published "Neptune Oriental," a series of ocean charts which were long regarded as authoritative navigation guides, despite numerous errors. Interest also developed again in the North Pacific, where the Danish explorer Vitus Bering, in the service of Russia, discovered in 1728 the strait named after him between Siberia and North America. Five years later, an international scientific mission founded the town of Petropavlovsk in Kamchatka and surveyed the coasts of the Aleutian Islands and Alaska.

Scientific achievements in charting distant seas and lands in this period were considerable. Among such events were the round-the-world voyages accomplished between 1721 and 1724 by Roggeven, the Dutch explorer who discovered Easter Island, and between 1740 and 1744 by the Briton, Anson, whose published log of his adventures was an immediate success.

After 1760, the impetus toward gaining wider knowledge of the planet gained momentum. The French and English initiated much of the exploration of the Pacific area, sending out teams of scientists and scholars, and thus providing the beginnings of scientific exploration as it is known today. Advances in shipboard conditions such as ship design and hygiene made the voyages more bearable than before, when shipboard deaths were a common thing.

As maritime conditions improved and the excitement of discovery spread, men of several nations



headed their expeditions toward circumnavigation of the world. The British made ten circumnavigations under Byron between 1764 and 1766, Wallis and Carteret between 1766 and 1768, and Cook, between 1768 and 1779. A number of circumnavigations were made by the French between 1766 and 1792 under Bougainville, La Perouse, and Marchand. And Malaspina, a Spaniard, made one round-the-world voyage during the period from 1789 to 1795.

It was on board one of the ships in Bougainville's fleet that Jeanne Barre, disguised as a sailor, became known as the first woman to have travelled around the globe.

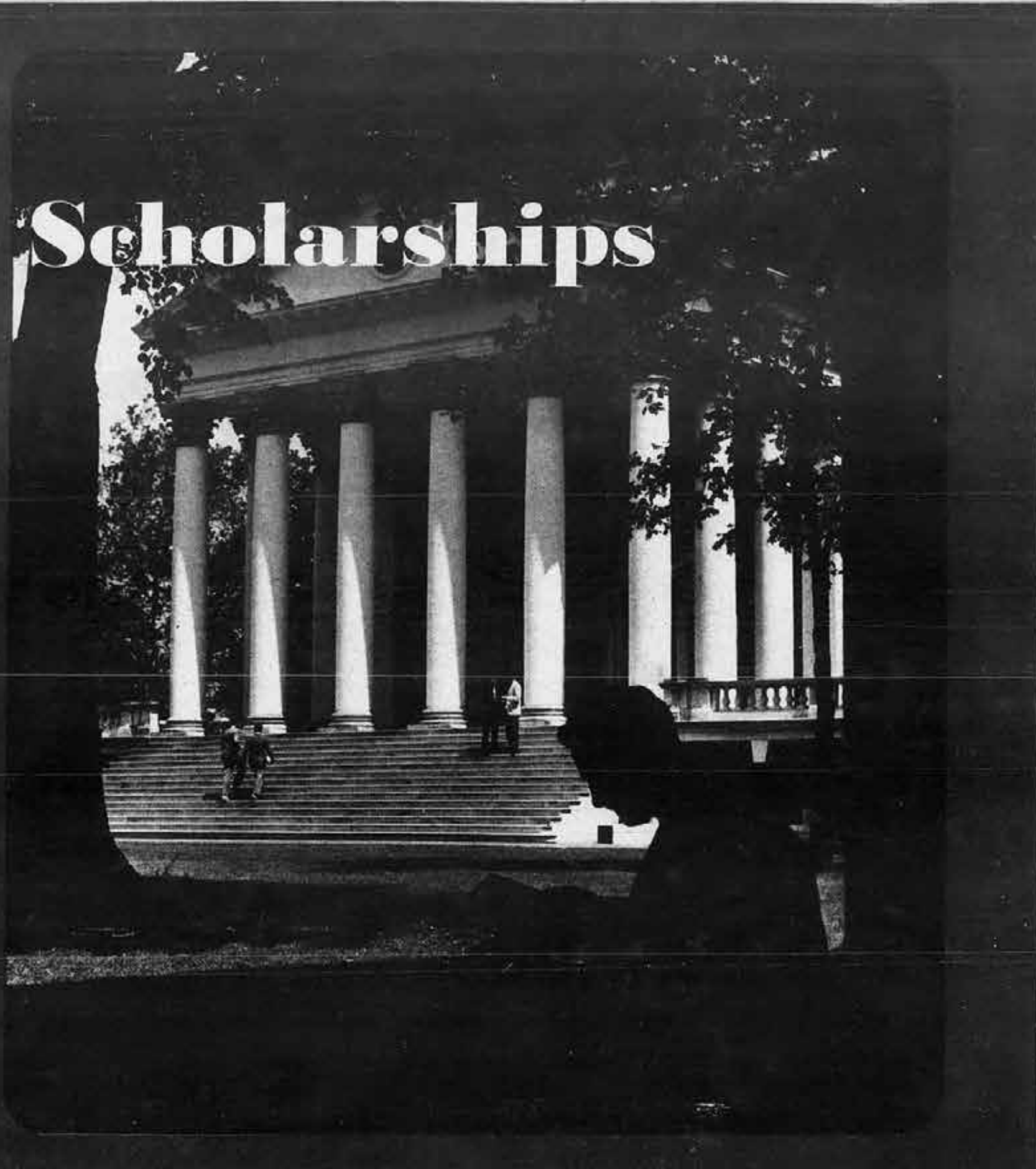
In this same period, numerous voyages of a more modest nature took place. Among them were the unsuccessful voyages in the 1760's and 1770's of Kerguelen, Surville, and Marion-Dufresne, who were unable to locate the austral lands. Research concerning new navigation methods and devices led to voyages being planned for purely scientific purposes. Such was the case when the French Navy, between 1767 and 1772, outfitted four expeditions to test the newly-invented Leroy and Berthoud navigation chronometers under actual sea conditions; the conclusive results brought in the era of modern navigation by chronometer.

Other expeditions were concerned with hydrography, such as those by Joseph-Bernard Chabert and Antoine Chastenet Puysegur, who published remarkably detailed charts of the inlets and bays of the Santo Domingo littoral in 1787.

Thus it was that the eighteenth century came to a close, having opened up new vistas to the inquisitive minds of seafaring explorers of many nations.



SIU Scholarships



Your Key
to the
Future

ALL SEAFARERS, or the sons or daughters of Seafarers, who wish to compete for one of the five annual college scholarships being offered by the SIU for 1968 have only two more opportunities to take the College Entrance Examination Board test required before they can be considered eligible for a scholarship. Arrangements for taking the tests should be made as early as possible. Don't put it off until the last minute.

Any Seafarer who has completed a minimum of three years accumulated seetime on SIU-contracted vessels can qualify for the scholarships. Children of qualified members are also eligible to compete. The study grants under the program are worth \$6,000 each.

In order to sit for the College Entrance Examination Board tests on either January 13, 1968 or on March 2, 1968, write at once to the CEEB at Box 592, Princeton, N. J., if you live nearer the East Coast. The West Coast address is Box 1025, Berkeley, Calif. You will be informed promptly of the hour and location of your examination.

For applications for the scholarships write to: SIU Scholarships, 675 Fourth Avenue, Brooklyn, N. Y. 11232 or to the SIU hall in any port.

Winners of the five SIU scholarships are selected, on the basis of high school records and the score attained on the College Entrance Examination Board test, by a panel of leading university educators and administrators. Announcement of the 1968 winners will be made in May.

Considered one of the most liberal of its kind in the country, the SIU Scholarship program has a \$6,000 cash value over a four-year period of study. Winners may pursue whatever courses they wish at any accredited college or university in the United States or its possessions.

Since the scholarship program was begun in 1952, it has been the means to a college education for 24 Seafarers and the children of 49 Seafarers.